

A VOYAGE

THE MEDITERRANEAN

IN HIS MAJESTY'S SHIP THE SWIFTSURE,

ONE OF THE SQUADRON UNDER THE COMMAND OF

REAR-ADMIRAL SIR HORATIO NELSON, K. B.

NOW VISCOUNT AND BARON NELSON OF THE NILE,
AND DUKE OF BRONTE IN SICILY.

WITH A

DESCRIPTION OF THE BATTLE OF THE NILE

ON THE FIRST OF AUGUST 1798,

AND A

DETAIL OF EVENTS THAT OCCURRED SUBSEQUENT TO THE BATTLE
IN VARIOUS PARTS OF THE MEDITERRANEAN

By the Rev. COOPER (WILLYAMS), A. M.

LATE OF EMMANUEL COLLEGE, CAMBRIDGE;

VICAR OF EXNING, SUFFOLK; CHAPLAIN OF HIS MAJESTY'S SHIP THE SWIFTSURE;

AND

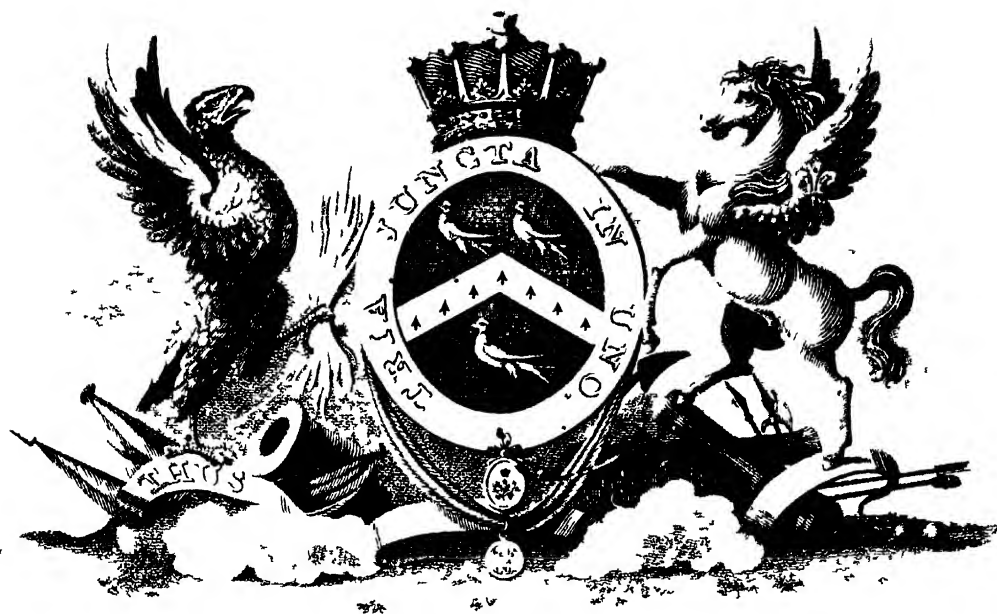
DOMESTIC CHAPLAIN TO THE EARL OF ST. VINCENT.

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1802.



TO
 The Right Honourable
 John, Earl of Saint Vincent,
 VISCOUNT SAINT VINCENT and BARON JERVIS
 of Haaford in the County of Haaford,
 (Knight of the Most Hon^{ble} Order of the Bath,
 First Lord Commissioner of the Admiralty,
 ADMIRAL OF THE WHITE SQUADRON
 of His Majesty's Fleet.)
 and Lieutenant General of Artillery,
 (His Work) Is on the greatest request solicited & forwarded
 By HIS LORDSHIP'S Most Obedt & grateful H^{ch} servant
 COOPER WILLIAMS.

P R E F A C E.

THE candid and favourable reception which an indulgent public gave to the author's "Account of the Campaign in the West Indies in 1794," has inspired him with courage to lay before them a narrative of some important subsequent events of the war in a very different part of the world, which his active destiny has afforded him an opportunity of recording as an eyewitness. In this work, as well as in the former, it is on the result of peculiar and accidental opportunity that he relies for his passport. He is conscious his habits and pursuits have little qualified him for the claims of literary merit.

Placed as he was in the midst of a battle as splendid and extraordinary as the page of history has ever recorded, an attendant of the chase which preceded it, and of many interesting occurrences and scenes which the shores of the Mediterranean exhibited for nearly two years after its termination, he daily minuted

with his pen and pencil the observations and images which obtruded themselves upon him. The authenticity of such memorials, and the views of places and people, which the present as well as the past has rendered subjects of such warm curiosity and interest, may, as his friends flatter him, give a value to his simple diary, and the sketches, even if unskilful, of a self-taught artist. All know how soon the numberless minutiae now vivid in the memories of the actors would yield to the pressure of more recent occupations, and fade away without a record: but these pages will furnish remembrances of their activity and glory, on which they may look back with pleasure; and where their posterity may hereafter be proud to point out their names.

After what has been said, it will not be expected that the accounts of places here described should be loaded with the endless learning connected with them, on which many would find no difficulty to pour out the contents of libraries, and extend the work to bulky volumes. There seem indeed neither bounds nor use in such repetitions. But if there were, it was not the present author's purpose to expatiate beyond the occurrences which fell within his own experience; for the

scanty aid which the very few books of a naval life supplied, would alone have precluded him from the attempt. Yet he has since endeavoured occasionally to vary and enliven his narrative by a few references to ancient events: this liberty, however, has been very sparingly exercised.

Too many books of travels and voyages are ornamented by fictitious views, as well as embellished relations. The reader may be assured that the drawings from which the plates of this volume were copied are genuine, and that they were taken on the spot by the same hand, and at the same time, which wrote the journal. This agreement of time and place will, he trusts, ensure the accuracy and peculiarity of his work.^a

^a The reader, who is curious, may find in Sandys's Travels, which, though their language is rather obsolete, have not lost their reputation, at least as much of the ancient history of the places described in this volume, as he may wish to know. These travels have been a copious source of pillage to his successors, through whose attenuated pages his profound and comprehensive information has been superficially spread. They were first published in 1615 under the title of "A Relation of a Journey begun A. D. 1610. Four Books containing a description of the Turkish Empire, of Egypt, of the Holy Land, of the remote parts of Italy, and Islands adjoining." George Sandys, a younger son of Edwin archbishop of York, died 1643. The author hopes he may be excused for this humble tribute to the memory of a traveller, a poet, and an amiable man, from whose brother he confesses to feel some gratification in tracing his descent.

In tracing the actions here recorded, of which neither the glory nor the beneficial effects can be questioned, some pangs of regret must undoubtedly arise at the waste, not only of treasure, but of human lives. Yet what is there enviable in an obscure and selfish existence here, compared with an honourable and patriotic death?

If ever the beautiful sentiment of Horace, the

“ Dulce et decorum est pro patria mori,”

if ever those pathetic lines of a poet of our own country,

“ How sleep the brave, who sink to rest,
By all their country's wishes bless'd;”

were applicable, they are well applied to those who fell so nobly in the tremendous contest. “ The calculation of profit in all such wars,” says Burke with inimitable elevation, “ is false. The blood of man should never be shed but to redeem the blood of man. It is well shed for our family, for our friends, for our God, for our country, for our kind. The rest is vanity; the rest is crime.”

After such passages as these, it becomes the present

author to drop the pen. It may however be necessary to say a few words regarding some prints of the battle of the Nile which have been already published, and to state the reason of his omitting to give drawings of the most eventful part of his description, the naval action. But he was aware that a seaman only, or one at least who had made marine drawings his study, could ably pourtray that grand machine which so eminently places this nation, both in war and commerce, above all the powers of the globe.

He thinks it needless to say more, than that several who are so gifted, having published drawings of that event, it became unnecessary for him to do it. The three large engravings of different periods of the action are most ably pourtrayed by Captain Weir, who commanded the marines on board the *Audacious*; and who with an accurate knowledge of the subject, was himself stationed where he could form the best judgment of it; and who is also well qualified as a draughtsman for the task. These plates certainly stand pre-eminent both for correctness and picturesque effect. Four smaller engravings, with an explanation of them, were published by G. Riley soon after the news of the victory reached England.

The first of Captain Weir's plates, representing the French fleet at anchor in the bay of Aboukir, and the British fleet bearing down to engage them, strikes the author of this work as giving the best idea possible of that event; and he is the better enabled to judge of the merits of this plate, as the *Swiftsure* with the *Alexander* were the two last ships that entered the bay, which gave those on board them an opportunity of viewing and accurately observing the first part of this awful scene.

The plan of the action given in this work is copied from what Captain R. W. Miller of the *Theseus* made on the following morning; and as all who knew that excellent officer are well acquainted with his abilities and judgment, it may be relied on as correct in every respect. The size of the plate would not allow room to place the castle of Aboukir at the proper distance from the island. It is therefore introduced merely to shew its relative bearing from the island. The time of the occurrences during the action he can also state to be equally well founded, for they were corrected from the minutes made by Mr. Gamble, purser of the *Swiftsure*, who was employed in the honourable post of signal-officer during the combat, and marked down the events

as they occurred. To that gentleman he is also indebted for the communication of several circumstances that otherwise he could not have related with accuracy.

At length, then, the author commits himself with diffidence and anxiety to a discerning though indulgent public: yet whatever be their decision, he will submit without a murmur. In the retirement of a domestic life he will at least look back with pleasure on the busy, varied, and important scenes "in" distant parts of the globe to which he has been a witness, and he will always feel gratified by the reflection of having been even an humble memorialist of a splendour and heroism so glorious to his country and his friends.

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CHAPTER I.

“ Through various hazards and events we move.”

DRYDEN, *ÆN.* b. i.

SECRECY and dispatch the best means of insuring success in war. Rear-Admiral Sir Horatio Nelson, K. B. appointed to command the squadron destined to defeat the projects of General Bonapartè in the Mediterranean. He arrives in the Vanguard off Cadiz. Having received further instructions from the Earl of St. Vincent, he proceeds to Gibraltar; from thence he sails with the Orion and Alexander for Toulon, to watch the motions of the enemy. The Earl of St. Vincent dispatches a strong reinforcement from his fleet, on the arrival of Sir Roger Curtis. The Earl's liberal conduct on this occasion. The squadron under command of Commodore Troubridge pass the Straits of Gibraltar, and form a junction with Rear-Admiral Nelson off Toulon. Account of the accident that had befallen the Vanguard in a gale of wind. The Admiral sails in pursuit of the French fleet, and enters the Bay of Naples p. 1

CHAPTER II.

“ Far on the right, her dogs foul Scylla hides;
Charybdis roaring on the left presides;
And in her greedy whirlpool sucks the tides:
Then spouts them from below; with fury driven
The waves mount up, and wash the face of heaven.”

DRYDEN'S TRANS. *ÆN.* b. iii.

Scylla described. Poetical description of an earthquake by Cowper. The British fleet passes the Straits of Messina. Picturesque appearance

of the shores on each side. Charybdis and Mount Ætna described. Intelligence gained that the French having captured Malta, through the treachery of some of the Knights and Grand Master, had sailed from thence to the eastward. The British fleet arrives off Alexandria. The Admiral dispatches Captain Hardy, in the *Mutine* brig, to the governor, and receives no account of the French fleet; his disappointment thereon. He shapes his course back towards Sicily, and makes the Bay of Syracuse, which he enters with his fleet p. 11

CHAPTER III.

Right o'er against Plemmyrium's wat'ry strand
 There lies an isle, once call'd th' Ortygian land:
 Alpheus, as old fame reports, has found
 From Greece a secret passage under ground:
 By love to beauteous Arethusa led,
 And mingling here, they roll in the same sacred bed."
 DRYDEN'S TRANS. *ÆN.* b. iii.

Description of the Bay of Syracuse. Watering party meets with difficulty. Captain Troubridge obtains a supply of fresh provisions for the fleet. Description of the landing place, and of the city of Syracuse; of the temple of Minerva; and of the fountain of Arethusa. The *Latomia*, or caverns near the city. Dionysius' ear. Roman theatre. Further description of Syracuse. The piazza, and convents. Mode of raising water. Church of St. John near the city, with the catacombs. The monastery of the capuchins, and the subterranean gardens described; the curious cemetery under the convent p. 23

CHAPTER IV.

“ Thrice happy they beneath their northern skies,
 Who that worst fear, the fear of death despise;
 Hence they no cares for this frail being feel,
 But rush undaunted on the pointed steel,
 • Provoke approaching fate, and bravely scorn
 To spare that life which must so soon return.”

LUCAN Trans. by ROWE, b. i.

Admiral Nelson uneasy at gaining no account of the enemy, at length determines to revisit the shores of Egypt. Account of the hostile fleets having crossed each other in the night of the 22d of June. The fleet sails from the Bay of Syracuse on the 24th of July and proceeds along the coast of the Morea. The Culloden enters the port of Coron, and receives intelligence of the motions of the enemy; captures a French wine-vessel. The fleet passes the island of Candia. The captains of the fleet repair on board the Vanguard to receive instructions from the admiral. The Alexander and Swiftsure ordered a-head to reconnoitre, and on the 1st of August arrive off Alexandria, and perceive the French colours flying there: disappointment at perceiving no signs of the French fleet; prepare to attack some French galleys anchored off the harbour's mouth; are recalled by the admiral. Signal to prepare for battle. The French fleet descried at anchor in the Bay of Aboukir. The admiral makes the signal to prepare to anchor, &c. The Culloden strikes on a reef of rocks. No accurate chart of the bay in the fleet. The admiral determines to attack the enemy without delay. The fleet bear down to engage the French fleet at anchor. The Goliath leads into action. The rest of the fleet follow. Description of the action p. 39

CHAPTER V.

“ How to the sea his tribute Nilus pays
 By his seven mouths, renown'd in stòries old,
 And by an hundred more ignoble ways:
 They pass'd the town built by the Grecian bold,
 Of him call'd Alexandria till our days:
 And Pharos tower and isle removed of yore
 Far from the land, now joined to the shore.”

FAIRFAX'S Trans. of TASSO, b. xv.

Reflections arising from the various circumstances of the pursuit and conquest of the French fleet. The impiety of the French. Bonapartè's scheme of attacking the British possessions in the East Indies thwarted by the victory of the Nile. Pious order of the admiral to the fleet in consequence of the victory. The admiral thanks the officers and seamen of the fleet for their good conduct in the action. The fleet had been trained under the Earl of St. Vincent, whose excellent management and discipline had prepared it for the severest service. The *Leander* sails from the bay; in her Captain Berry carries the dispatches containing an account of the victory obtained off the Nile. The *Leander* is captured by the *Genereux*. Captain Thompson's gallant conduct, and his honourable acquittal by a court-martial. The fleet prepares to sail from the Bay of Aboukir with the prizes. Captains Troubridge and Hallowell sent with a flag of truce to Aboukir. The French prisoners landed under an engagement not to serve again till regularly exchanged; but are instantly formed into a regiment called the Nautic battalion. The island taken possession of, and the batteries destroyed. A courier with dispatches from Bonapartè taken. The *Swiftsure* captures *La Fortune* corvettè; anecdote of a French surgeon. The *Swiftsure* ordered to chase three sail, which prove to be the *Emerald* and *Alcmene* frigates, and *La Bonne Citoyen* sloop of war. The Honourable Captain Capel, bearing duplicates of the dispatches before given to Captain Berry, sails in the *Mutine* for Naples. Contents of the admiral's official letter concerning the action. Return of the killed and wounded in the British fleet.

Lieutenant Duval sent with an account of the action to the government in the East Indies. Poussielgue's account of the action. Part of the fleet under command of Sir James Saumarez sails from the bay with several of the prizes. Some of the captured French ships burned. Statement of the inequality of the two fleets. The Swiftsure sails on a cruize off Alexandria. The Seahorse frigate joins. Account of an action which had taken place between the Seahorse and Sensible. Admiral Nelson burns the ships that endeavour to escape from Alexandria. The Zealous joins from Aboukir. Admiral Nelson sails for Naples. The Torride captured by the boats of the Goliath. The Alcmene takes La Legere; intrepid conduct of two seamen who recovered the dispatches from the waves. The Lion, with a Portuguese squadron, arrives. The latter return to Gibraltar. The Goliath sails for Naples. A French cutter attempting to enter the harbour of Alexandria is driven on shore by the Emerald and Swiftsure. General Carmin and others murdered by the Bedouins. The enemy erecting batteries near the tower of Marabou are fired on by the Swiftsure and Emerald. A boat with French officers and others, endeavouring to escape from Alexandria, captured and sent back. A young Russian baron detained p. 61

CHAPTER VI.

'Tis pleasant when the seas are rough to stand,
And view another's danger, safe at land;
Not 'cause he's troubled, but 'tis sweet to see
Those cares and fears from which ourselves are free."

CREECH'S TRANS. of LUCRET. b. ii.

Captain Hallowell employs his ship's company in weighing up anchors and procuring iron and timber from the wrecks in Aboukir Bay. Hadji Hassan, an Arab, comes off to the ship. The island of Aboukir described. The Swiftsure ordered to Rhodes for a supply of provisions,

is driven by a gale of wind into the Gulf of Symea and nearly lost. The city of Rhodes described, and occurrences there. Hassan Bey, governor of Rhodes. Ancient history of Rhodes. A Turkish dinner described. The Swiftsure sails from Rhodes and rejoins the fleet off Alexandria p. 99

CHAPTER VII.

“ How Egypt mad with superstition grown,
Makes gods of monsters, but too well is known;
One sect devotion to Nile’s serpent pays,
Others to ibis, which on serpents preys.”

DRYDEN’S Trans. of JUVENAL, b. v.

Vessels endeavouring to escape from Alexandria are burned. The cause of this. Hadji Hassan returns on board with an Arab who undertakes to convey a message from the British commander to Mourad Bey. Russian and Turkish men of war and gun-boats arrive. A messenger from the Grand Signior arrives with the pelice and aigrette for Admiral Nelson. Captain Hallowell anchors in Aboukir Bay with the Turkish gun-boats, and employs them in annoying the French. Some Arabs come off from Rosetta. Hadji Hassan dismissed from the Swiftsure for giving false intelligence. Information received of an action between the Mameluks and French, in which the former were successful. Egyptian chiefs come off with favourable intelligence. The Turkish ship Haptap in danger from a squall of wind. Massoud Abdulla arrives with letters from Mourad Bey. The Torride gun-brig goes to the Nile for water. The author sails in her. Manner of procuring the water. A supper on board a Turkish frigate. Turkish gun-boats carreened. Docks and wells dug. Ancient Egyptian relics found. A Mameluk arrives from Mourad Bey. Hassan Bey sails from Aboukir with the Turkish gun-boats. The officers and ship’s company of the Swiftsure put to a short allowance of provisions. The Swiftsure sails from the bay, and is relieved by the Seahorse frigate p. 119

CHAPTER VIII.

“ Fast by the breezy shore the city stands,
 Amid unbounded plains of barren sands;
 Which high in air the furious whirlwinds sweep,
 Like mountain billows of the stormy deep,
 That scarce th’ affrighted traveller, spent with toil,
 • Escapes the tempest of th’ unstable soil.”

HOOLE’S Trans. of TASSO, b. xvii.

The Swiftsure joins the squadron off Marabou. Account of an illumination at Alexandria. Description of the pharos, and of the situation of Alexandria. Heavy gales common at this season. Impolicy of the Turks. The Fortune joins from Acre. The French send flags of truce to the British squadron. Conversation with the French officers on the subject of fire-balls, and an experiment tried with them. Conjecture as to the cause of the fire on board l’Orient. Anecdotes of the French in Egypt. Of the military ardour and discipline of the Mamaluks. The Swiftsure sails to the Bay of Acre. A description of Caiffé. The author ascends Mount Carmel. Description of the surrounding country. Wild boars and Syrian goats described. Monastery of Carmelite monks. Turkish women. Presents of rice from Dgezzar Pacha; his character. A short account of Acre. The author intends to visit Jerusalem; the cause that prevented him. A visit to the monastery on Mount Carmel. The Swiftsure departs from Syria and rejoins the squadron off Alexandria. Commodore Troubridge arrives with a squadron from Sicily. Gallant conduct of the Lion p. 141

CHAPTER IX.

Or oak, or brass with triple fold,
 That hardy mortal's daring breast enroll'd;
 Who first, to the wild ocean's rage,
 Launch'd the frail bark."

FRANCIS'S TRANS. HOR. b. i. ode 3.

Names of the ships, &c. that arrived off Alexandria under Commodore Trounbridge. Alexandria bombarded; several vessels come out from thence; among them a Turkish man of war. Mr. Beauchamp discovered on board, and brought as a prisoner to the Swiftsure, which sails from the coast of Egypt with the Turkish man of war. They arrive at Limesol in the island of Cyprus. A heavy gale of wind. The Turkish man of war in danger. The Swiftsure driven from her anchorage. Description of Limesol, and it's environs. The Swiftsure sails from thence, and meets the Tigre commanded by Sir Sidney Smith. Arrives at Rhodes. Occurrences there. Mr. Beauchamp left with Hassan Bey. The Swiftsure sails from Rhodes, and encounters a gale of wind near Candia. Arrives in the Bay of Syracuse. The Culloden and other ships arrive, and soon after sail for Palermo. The Swiftsure departs from Syracuse; is in great danger on the coast near Catania. Passes the Straits of Messina; and enters the Bay of Palermo. Description of that bay, and of the city. The author accompanies Lord Nelson and other officers to a monastery of capuchins near the city. Description of a cemetery. A ball on board the Swiftsure. Further description of Palermo. Account of the capture of Naples by the French p. 163

CHAPTER X.

The great Misenus, of celestial kind,
 Sprung from the mighty monarch of the wind;
 Whose trump, with noble clangors fired from far
 Th' embattled host, and blew the flames of war,—

 The pious hero rais'd a lofty tomb;
 The tow'ring top his well known ensigns bore,
 His arms, his once loud trump, and tapering oar:
 Beneath the mountain rose the mighty frame,
 That bears from age to age Misenus name."

WARTON'S TRANS. ÆN. b. vi.

A British squadron, commanded by Commodore Troubridge, sails from Palermo to the Bay of Naples, and anchors near Point Miseno. The islands of Procida and Ischia surrender. The inhabitants of those islands in great distress for want of corn. The Swiftsure sails on a cruize in the bay. The Seahorse burns some vessels near Sorrento. Corn arrives at Ischia and Procida, from Palermo, in small quantities. Cardinal Ruffo collects an army in Calabria, and marches for Naples. Violent proceedings of the French General Macdonald. The author accompanies Mr. Rushout to Ischia; description of the castle, town, and surrounding country. The Swiftsure and the Minotaur sail with troops to Castel-a-mare, which is taken possession of, but the French retake it. Account of a similar attempt by the Zealous on Salerno. Short account of the island of Capri. The author returns to Ischia, and takes up his residence at the palace of the Duke of Aqua Viva. Description of the palace. The view from it. Captain Hallowell sends a present of wine, &c; the boat on its return to the fleet is upset, and the coxswain drowned. Manner of taking quails in Ischia, also the tunny fishery described. Volcanic nature of the island of Ischia exemplified p. 181

CHAPTER X.

“ But fortune, ever changing dame,
 Indulges her malicious joy;
 Constant she plays her haughty game,
 Proud of her office to destroy.”

FRANCIS'S Trans. HOR. b. iii. ode 29.

R

The squadron returns to Palermo. An account arrives of the French fleet having entered the Mediterranean. Lord Nelson embarks on board the Vanguard, and the fleet cruizes near the island of Maretimo; returns to the Bay of Palermo. Extraordinary conduct of the court of Naples towards a gentleman in the suite of Mr. Wyndham, the British ambassador at Florence. An account arrives of Sir Sidney Smith's gallant conduct at Acre. The death of Captain Miller of the *Theseus*; his character. Description of the environs of Palermo, Monte Reale, and the benedictine convent of St. Martino. An entertainment given by the King of the two Sicilies in honour of the birthday of his Majesty the King of Great Britain. Description of an ancient Moorish castle near Palermo. Oxen. Rear-Admiral Duckworth arrives from Lord Keith's fleet. Troops embarked on board Lord Nelson's fleet for Naples, but relanded in consequence of news brought by the *Bellerophon* and *Powerful*. Intelligence received that Cardinal Ruffo had invested Naples with his Calabrian army. The fleet under Lord Nelson sails for Naples. The Neapolitan insurgents capitulate to the Cardinal, but are brought into the fleet. The marines of the fleet landed. Commodore Troubridge invests the castle of St. Elmo. Occurrences during the siege and capture of that place. Capua besieged and taken. Captain Hood commands at Naples. Atrocious acts of the lazaroni and royalists at Naples. The King of the two Sicilies arrives. Admiral Carraccioli executed. The town of Pompei and Mount Vesuvius described. Lord Nelson sails from the Bay of Naples. The *Swiftsure* departs from thence p. 195

CHAPTER XII.

“ Vallombrosa

That to an ancient abbey gave the name,
Wealthy and fair, in hallowed rituals bless'd,
And courteous to receive the stranger guest.”

HOOLE'S, Trans. of ARIOSTO, b. xxii.

“ Thick as autumnal leaves that strow the brooks
In Vallombrosa, where th' Etrurian shades
High over-arch'd embow'r;”

MILTON'S *Paradise Lost*, b. ii.

Lord Nelson dispatches the *Swiftsure* to Civita Vecchia. The Sea-horse frigate is driven on the rocks near Leghorn. The *Swiftsure* proceeds thither to her assistance; from thence to Civita Vecchia. Occurrences there. The author lands at Leghorn, and proceeds to Pisa. Description of that place, and of the baths of Pisa. From thence to Lucca, and Florence. Description of those places. Vallombrosa. Journey across the Appenines to Bologna; from thence to Tedo and Ferrara. Fate of the benedictine monks. The Po. Padua. Palace on the banks of the Brenta. Venice. Padua described. Vicenza; politeness of the inhabitants. Verona described. Fortress of Peschiera. Desenzano on the banks of Lago di guarda. Description of the lake. Mode of crossing the Po. Mantua described. Journey from thence through Carpi and Modena to Bologna. The author recrosses the Appenines. Remarkable volcano at Pietra Mala. The author returns to Florence. Further account of that city. The King of Sardinia arrives at Leghorn. The author proceeds thither and embarks on board the *Santa Teresa* for Minorca p. 217

CHAPTER XIII.

At length they came, where press'd in narrow bound ,
 Between the capes the boiling deep resounds.
 'Tis feign'd that first Alcides forc'd a way,
 And gave this passage to th' indignant sea;
 And here perchance a lengthen'd tract of land,
 With one continu'd mound the flood restrain'd;
 But now the furious main with rushing tides,
 From tow'ring Calpe Abyla divides;
 A streight 'twixt Lybia now and Spain appears:
 Such is the force of time, and change of years!"

HOOLE'S Trans. TASSO, b. xv.

Voyage to Minorca. Excellence of Mahon harbour. The town of Mahon described. Ingenious method of constructing arches in Minorca. Fort St. Philip. Roads in Minorca. The country described. The hospital and arsenal. General Stuart's regiment. Large breed of asses and mules on the island. Costumè of the inhabitants of Minorca. Account of occurrences at the capture of Minorca by General Sir Charles Stuart and Commodore Duckworth. Round towers. Fournelles Bay. Mount Toro. Retrospective history of Minorca. Amusements at Mahon. Lord Nelson and Commodore Troubridge arrive. Lord Nelson returns to Palermo. Rear-Admiral Duckworth, in the *Leviathan*, arrives at Mahon. The Port Mahon brig launched. The *Peterell* sloop arrives. Death of Lieutenant Brenton; his character. Rear-Admiral Duckworth sails from Mahon. The author takes his passage in the *Leviathan*, which anchors in Rosia Bay, Gibraltar, and soon after sails on a cruize off Cadiz. The *Swiftsure* joins, and the author accompanies Captain Hallowell on board. The squadron anchors in the Tagus. Short description of Lisbon. The squadron sails on a cruize, and encounters heavy gales of wind. The *Powerful* and *Vanguard* receive much damage. Separate from the squa-

dron and sail for England. A Spanish brig captured. *La Belle Desiada*, another Spanish brig, taken. The *Bellerophon* parts company. The *Leviathan* loses her main-top-gallant-mast in a gale of wind off Cape Finisterre. The *Flora* frigate with orders from Lord Keith arrives. The *Bellerophon* rejoins the squadron. The *Swiftsure* loses her fore-top-mast and main-top-gallant-mast in a squall. A seaman falls overboard and is drowned. The squadron anchors in the Tagus. An opera at Lisbon described. The *Weymouth* wrecked near Belem castle. Rear-Admiral Duckworth provides a passage for the officers and men of the *Cambrian Rangers*, who were wrecked in the *Weymouth*. Arrives at Gibraltar. The *Swiftsure* taken into dock. The author resides on shore. The rock described. The town of Gibraltar. The convent, and Spanish church. General O'Hara the governor. The galleries and caves; with other places of the rock described. Gallant action of the *Speedy* brig. The squadron under command of Rear-Admiral Duckworth resumes its station off Cadiz. Part of a Spanish fleet of merchantmen and frigates captured. The squadron and prizes anchor in Rosia Bay. Dangerous situation of the *Swiftsure*. Admiral Duckworth sails with the squadron. Anchors in Lagos Bay. Returns to Gibraltar. Admiral Duckworth departs to the West Indies. Rear-Admiral Sir Richard Bickerton takes the command of the squadron, and hoists his flag on board the *Swiftsure*. Sails on a cruize. The *Kent* and *Dragon* arrive from England; and soon after, the *Hector*. Insolent conduct of the crew of *La Mouche* privateer. The author embarks on board the *Kent* for Gibraltar, and takes his passage in the *Anson* for England. APPENDIX p. 257

ERRATA.

- page. line.
- 4 7 for Albaran, read Albofan.
- 6 20 for *having* immediately, read *and* immediately.
- 7 4 for 70 guns, read 74 guns.
- 7 14 for Wescote, read Westcott.
- 9 1 dele the *first line*.
- 3 2 for has, read *and* has.
- 3 21 for *as* by their social, read *and* by.
- 36 19 for cedar, read cedrate.
- 37 15 for *with* none, read *had* none.
- 44 2 for we had, read we *have since* had.
- 44 6 dele *that*.
- 49 20 for Chelard, read Cheylà.
- 54 14 dele the *comma* after Vanguard.
- 77 3 for fortuna read fortune.
- 96 5 dele *us*.
- 100 1 for Mamelukes, read Mamaluks.
- 106 2 dele *on it*.
- 126 1 for *Toridè*, read *Torride*.
- 126 2 for Autride, read Autridge.
- 135 24 for the enterprise, read the *spirit of* enterprise.
- 180 3 and 4 for *This cause*, read *The cause of this*.
- 192 in the note g for Orbitillo, read Orbitello,
- 245 10 for you *did not*, read you *do not*.
- 257 5 in the Italian motto, for Passovir a forga a l'oceano, read Passovri a forza l'oceàno.
- 271 6 for compelled *them*, read compelled *the enemy*.
- 308 24 for by *Rear-Admiral Nelson* achieved, read *achieved by Rear-Admiral Nelson*.

EUROPE

General CHART of the
Mediterranean,
with the tracks of the British Fleet,
(Commanded by Rear Admiral
S^r HORATIO NELSON, K.B.
(one of the French Fleet,
COMMANDED by ADMIRAL BRUYES,
Till they met in the Bay of Aboukir,
OFF THE NILE,
On the First of August, 1798.

ASIA MINO



The French Army Commanded by
Genl. Buonaparte landed near Alexandria
July. 1st 1798.

EGYPT

A VOYAGE

UP

THE MEDITERRANEAN.

CHAPTER I.

PER VARIOS CASUS, PER TOT DISCRIMINA RERUM.

IT is, I believe, a general and allowed principle, that to insure success in war, the measures of government should be carried into execution with secrecy and dispatch. That such has been the case in almost all the military adventures of the French, must be allowed. Though some share in the success they have so often experienced, may be attributed to the superiority of their numbers, yet I will venture to assert, that much more has been gained by the celerity of their movements, and the secrecy with which they have commenced their attacks, than with an equal number would have been obtained by those more regular governments whose hands have been confined by coun-

fels, that must clog the machine, though they are altogether indispensable to the wellbeing of the state.

The Expedition which the following pages will relate, is, however, free from the objection above alluded to, as it was planned with secrecy, and executed with a promptness highly creditable to all concerned. It had been known by the British government, that the French were preparing a powerful armament whose principal rendezvous was at Toulon; and the sea-ports in the Mediterranean; and from the number of transports and troops that were getting ready, it appeared that they meditated a descent on some of our allies in those seas. Rear Admiral Sir Horatio Nelson was appointed to command a squadron whose object was to defeat the projects of General Buonaparte's intended operations, whatever they might be; and about the latter end of April 1798, having his flag on board the Vanguard of 74 guns, he joined the fleet off Cadiz, under the command of Admiral the Earl of St. Vincent; and having received further orders from him, soon after arrived at Gibraltar, where he took in some stores and other necessaries; and sailed from thence on the 9th of May, taking with him the Orion of 74 guns, commanded by Sir James Saumarez; and the Alexander, Captain Alexander Ball; with the Emerald and Terpsichore frigates, and Bonne Citoyen sloop of war; and proceeded towards Toulon to watch the motions of the enemy. In the mean time, the Earl of St. Vincent being apprized by government that a reinforcement would be sent to enable him

to strengthen Rear Admiral Nelson's squadron, had made such arrangements in his fleet as might prevent all loss of time. On the 24th of May, the *Hector*, being on the look-out to the northward, made the signal for a fleet being in fight, and soon after, that it was a fleet of men of war, consisting of the *Prince* of 98 guns, *Leviathan*, *Centaur*, *Montague*, *Powerful*, *Edgar*, and *Marlborough*, of 74 guns; the *Lion*, of 64 guns, and the *Success* frigate and *Incendiary* fireship; the whole under the command of Rear Admiral Sir Roger Curtis. No sooner was the signal seen, than the order for the advanced squadron, then anchored off the mouth of the harbour of Cadiz, to get under weigh, and for the division under Sir Roger Curtis to take their station, was instantly executed.

It is here to be observed, that the number of ships that joined Lord St. Vincent from England, to replace those he had dispatched with Admiral Nelson, was eight sail of the line, one frigate, and a fireship. The fleet sent with Admiral Nelson, exclusive of his own ship, consisted of thirteen sail of the line, two frigates, and two brigs. Lord St. Vincent, aware of the possibility of the French being in superior force than was at home imagined, weakened his own fleet to give the greater power to Admiral Nelson's; a conduct to be more admired, as it is not often practised. Captain Troubridge in the *Culloden*, failed from the honourable post^a which he had maintained off

^a That of Commander of the in-shore squadron forming the blockade of Cadiz.

Cadiz, in the evening of the 24th^b of May 1798, having under his command the *Bellerophon*, *Zealous*, *Defence*, *Majestic*, *Minotaur*, *Goliath*, *Swiftsure*, and *Theseus*. On the 27th we passed the Straits of Gibraltar, and were joined by the *Audacious* of 74 guns, and the *Leander* of 50 guns, who had been some days there taking in water and other necessaries. On the 28th we passed the little uninhabited island of Albaran: it is quite flat; and with only low shrubs and grass, which must be burnt up in summer, maintained, I was informed, a great many hares and other game. It seems about three miles long, and is on the coast of Fez, in lat. 36. At night we lay to. The next morning proceeded with a fair and pleasant breeze to the eastward: on the 30th the signal for seeing strange ships was made by one of the squadron; and the Commodore made that to prepare for battle, which was accordingly put in execution by the rest of the ships, by knocking down the bulkheads and keeping the quarters clear for the great guns; every article of useless lumber being carried below, or thrown overboard. The Mutine brig was also directed to proceed to the northward of Majorca, in hopes of meeting the Admiral. The following day the *Bellerophon* and *Swiftsure* gave chase to a strange vessel; the latter being called in, she was spoke by the former, and

^b The same day the Author was appointed to be Chaplain of the *Swiftsure*, and was received by his Commander, Captain Hallowell, with an hospitality and kindness for which he begs here to make his public acknowledgments. To the Earl of St. Vincent, in addition to many other obligations, that of giving him, by this appointment, a firm and honourable friend in Captain Hallowell, excites his lively gratitude.

proved to be a merchantman from Sardinia: from her no intelligence was obtained. On the third of June we met with squalls of wind and rain, which, however, did not long annoy us. On the sixth, being near the rendezvous, Commodore Troubridge made the signal for the Captains of the Swiftsure and Zealous to repair on board the Culloden; and on the next morning, the 7th of June, we saw the high hills behind Toulon, and two sail off that port; towards which we made all sail, and had the happiness to find one of them to be the Vanguard, bearing the flag of Rear Admiral Sir Horatio Nelson. Our pleasure was however a good deal damped by perceiving that she must have met with a severe disaster in the loss of her foremast, having replaced it with a jury-foremast.

It appears, that on the 22d of May, being in the gulph of Lyons, a violent squall of wind assailed the Admiral and his squadron, carried away all his topmasts, and soon after his foremast shared the same fate: the other ships were more fortunate; though in the same gale of wind, they received no damage. During this gale the frigates disappeared, nor did they again join the fleet till some days after the action in Aboukir Bay. This was a moment of infinite difficulty and danger, which however the spirit and resolution of the Admiral were fully equal to combat. The French fleet was known to be only a few leagues distant, having lately sailed from the Bay of Toulon. Admiral Nelson, with his little squadron, bore up for the Island of Sardinia, and reached with difficulty the road of St. Pietro, where the go-

vernor endeavoured in vain to obstruct his coming to an anchor. British seamen in distress are not easily intimidated. After remaining four days in this road without receiving the smallest assistance from the natives, the Vanguard again put to sea with top-gallant yards across, having set up a jury-foremast and replaced her topmasts. The inhospitality of the Sardinians must have originated in the fear their government was under of the vengeance of the French republic, whose tyranny at that moment palsied with terror all the Italian states; but what have they gained by their servility? After receiving repeated insults, many of them have undergone a total change in their constitution, have been drained of all their valuable property by repeated requisitions and forced loans, and at last annexed to the dominions of their insulting false friends, or made over by way of exchange to some other power.

The Leander was the same evening ordered to look out for the Orion and Alexander, and we continued lying to off Toulon. In the evening of the 9th, the Orion, and at three o'clock the following morning, the Alexander, Leander, and Mutine, joined the fleet, having immediately made sail after the French fleet which, under the command of General Buonaparte, had sailed from Toulon on the 20th of May, with 15 sail of the line, besides frigates and gun vessels, and 200 sail of transports, having 40,000 troops on board. Whither they were gone, and what their object might be, was as yet totally unknown to us. Our first point of research was Naples, knowing that there had

existed strong symptoms on the part of the new republic of attacking that weak and impolitic monarchy. Our fleet now consisted of the following ships.

The Vanguard of 70 guns,		{ Capt. Berry, bearing Sir H. Nelson's flag.
Orion	74	Capt. Sir J. Saumarez,
Culloden	74	Thomas Troubridge,
Bellerophon	74	H. Desterre Darby,
Minotaur	74	Thomas Louis,
Defence	74	J. Peyton,
Alexander	74	Alexander J. Ball,
Zealous	74	Samuel Hood,
Audacious	74	Davidge Gould,
Goliath	74	Thomas Foley,
Majestic	74	G. B. Westcote,
Leander	50	T. B. Thompson,
Swiftsure	74	Ben. Hallowell,
Theseus	74	R. Willet Miller,
And Mutine Brig	16	Thomas M. Hardy.

Previous to the junction of the fleet, the Orion and Alexander fell in with 15 sail of Spanish merchantmen, two of which they captured, but were called off by the Admiral, who did not wish to risk a failure of his more important object for the sake of prizes. By these means the Spaniards had the good fortune to escape. On the 12th we were off Cape Corse, the

northern promontory of Corfica, and in the evening saw Capraia, and lay to, off the Isle of Elba; and the Mutine was dispatched for intelligence to Civita Vecchia. The winds were light and variable, the climate soft and pleasant; the next day, however, the sky was overcast, and we were assailed by torrents of rain, accompanied by most vivid lightnings, and heavy peals of thunder. During this grand display of nature in her robes of terror, we were entertained by one of those curious phenomena which used to create so much alarm to the superstitious ancients, a water spout; it frequently varied its form, and was often of a bended shape, like an S: at length it burst, and the space where it fell was whitened with foam. In the evening the weather cleared up, and we passed the small and flat island of Planosa, on the north point of which we discovered a few buildings, but at this time no appearance of inhabitants. Several of these islands are used as a summer residence for the poorer farmers from the neighbouring places, who bring their families and cattle with them: the latter always find plenty of feed, and the former employ themselves in fishing. There are also hares and other game in the islands. But, alas! such is the insecurity of these seas, that it sometimes happens that a single Algerine corsair will make a descent upon the helpless and pusillanimous inhabitants, carry off all their cattle, and not uncommonly make slaves of the proprietors themselves. This day a fishing-boat was descried by the fleet; the Alexander stood towards her, and found she had been left by her crew

stood towards her, and found she had been left by her crew, and scuttled. From subsequent information I have reason to believe she had been met by the French fleet, her men taken out to reinforce their crews, and so left: for this we find was their mode of action with whatever they fell in with; *neutrals* or *enemies* were alike to them.

On the 14th, having a fresh breeze from the N.N.W. we passed the island Gianuti, on the coast of Tuscany, near which the Leander spoke a Moorish vessel that gave information of the French being at Syracuse in Sicily: the Mutine joined, without having obtained any intelligence. On the 15th instant, with a light breeze, we passed the islands of Palmaria and Ponza, the former rocky and uninhabited, the latter well cultivated, and rendered pleasing to the view by a village, several detached houses, and a white watch-tower on an eminence: to the southward we saw the little island called Le Botte, which at a distance has frequently been mistaken for a sail. On the 16th, we passed the island Ventotiene, on which is a large handsome white building, and on a small island near, a walled-in place like barracks; we had no opportunity of knowing what it was. In the evening we arrived off the island of Ischia, which forms the north-west boundary of the Bay of Naples. The next morning the fleet made sail into the Bay; Captain Troubridge and Captain Hardy were dispatched to Sir William Hamilton, the British Ambassador, from whom they received all the intelligence that had reached him, and learned that the French fleet had not entered

that port, but were gone to the southward, having coasted the island of Sardinia. It since appeared, they had sent in to Cagliari, and were informed by our Consul (an Italian^c) of the crippled state of Admiral Nelson's ship, but that he expected a reinforcement of thirteen sail of the line. This account the Admiral purposely left with him, knowing that he would report it to the French the first opportunity, should they visit that port.

^c Many of the Consuls employed by our government, are foreigners; whether it is beneficial to our commerce that it should be so, is not for me to decide.

CHAPTER II.

- " Dextrum Scylla latus, lævum implacata Charybdis
 " Obsidet, atque imo barathri ter gurgite vastos
 " Sorbet in abruptum fluctus, rursusque sub auras
 " Eriget alternos, et sidera verberat unda." *ÆN.* 3. v. 420.

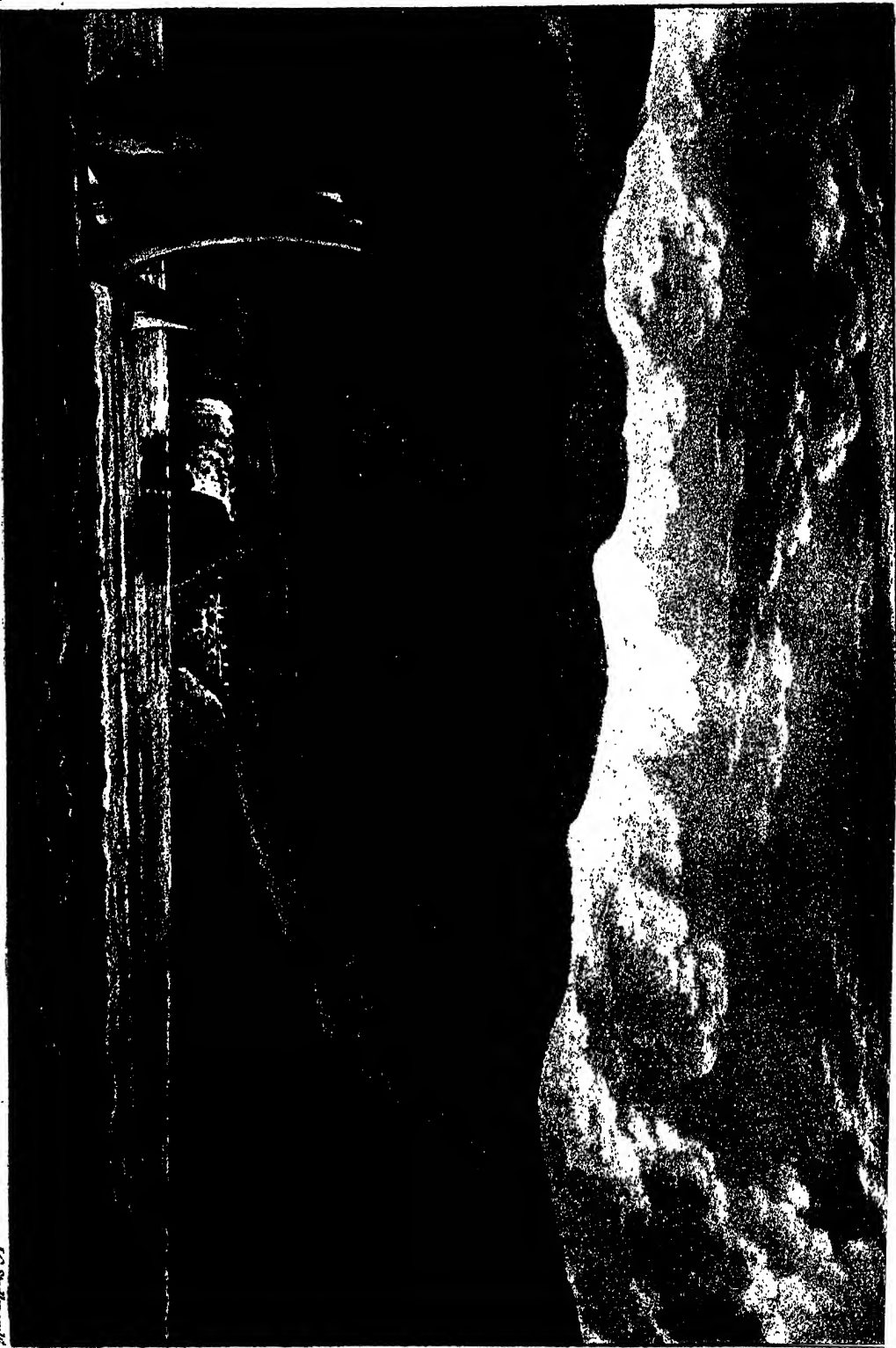
THE Admiral having now some clue to go by, sailed from the Bay of Naples in full hopes of falling in with the French fleet, the conquest of which he could not but anticipate, well knowing the unanimous sentiments that pervaded the fleet he commanded, the tried bravery of many of his captains, and the spirit of all. Light airs prevailed, a mortifying circumstance at such a moment, and we found ourselves very little to the southward of the Bay of Naples on the 18th. On the 19th we still hung on the coast of the Upper Calabria, from whence we had a view of the Burning Mountain on the island Stromboli; in the evening we passed within a few leagues of it, and had a fine view of the picturesque appearance of a volcano by night. The next day we saw the other Lipari islands, and had a distant view of Sicily, with Mount *Ætna*, whose summit, though constantly emitting flame and smoke, is covered with perennial snows. We now made for the far-famed Straits of Messina, and had the honour of being the first European fleet of men

of war, in modern times, passing the dangers of Scylla and Charybdis. Whatever dangers might formerly have given occasion to the celebrated fictions of the ancient poets, we found none, but with a full sail entered the Straits, passing close by the castle, or what is generally called the Faro of Messina, a square red tower like a church steeple, near which are some indifferent buildings, the habitations of fishermen: there is always a small garrison in the castle.

As we passed within a few miles of the rock of Scylla, I took the opportunity of making a drawing of it, which is here given. The town bearing the same name, is built on the neck of land that connects it with the main, and has a beautiful effect from the sea view; an old castle crowns the rock. Near this place a Calabrian prince, and 4473 of his people, were swept into the deep by a tremendous wave, occasioned by the dreadful earthquakes that desolated Calabria and the opposite shores of Sicily in the year 1783; of which Sir William Hamilton sent a very accurate account to the Royal Society; but the nervous poetic description of this calamity from the pen of the late Mr. Cowper, is so truly descriptive, that I shall here beg leave to transcribe it, as I am sure every feeling mind must receive entertainment from it.

Alas for Sicily! rude fragments now
Lie scatter'd where the shapely column stood,
Her palaces are dust. In all her streets
The voice of singing and the sprightly chord

Cooper-Hillman 2d.



Foglia, on the Coast of Calabria.

Pub. by T. W. Hill, Fleet Street, 1870.

L.C. 1870. 1870.

Are silent. Revelry, and dance, and show,
 "Suffer a syncope and solemn pause,
 While God performs upon the trembling stage
 Of his own works his dreadful part alone.
 How does the earth receive him? With what signs
 Of gratulation and delight, her king?
 Pours she not all her choicest fruits abroad,
 Her sweetest flow'rs, her aromatic gums,
 Disclosing Paradise where'er he treads?
 She quakes at his approach. Her hollow womb
 Conceiving thunders, through a thousand deeps
 And fiery caverns, roars beneath his feet.
 The hills move lightly, and the mountains smoke,
 For he has touch'd them. From th' extremest point
 Of elevation down into th' abyfs,
 His wrath is busy and his frown is felt.
 The rocks fall headlong and the vallies rise.
 The Sylvan scene
 Migrates uplifted, and with all its soil
 Alighting in far distant fields, finds out
 A new possessor, and survives the change.
 Ocean has caught the frenzy, and upwrought
 To an enormous and o'erbearing height,
 Not by a mighty wind, but by that voice
 Which winds and waves obey, invades the shore
 Resistless. Never such a sudden flood,
 Upridg'd so high, and sent on such a charge,
 Possess'd an inland scene. Where now the throng
 That press'd the beach, and, hasty to depart,
 Look'd to the sea for safety? They are gone!
 Gone with the reflux wave into the deep,
 A Prince with half his people!

As our squadron entered the Straits of Messina several boats, with many of the principal people of that city and the neighbourhood, came off to us, who expressed their joy and satisfaction at seeing a British fleet, when they discovered the object of our pursuit, being apprehensive that the next visit of the French marauders, after the capture of Malta, was destined for their coast. From the British Consul we learned that the islands of Malta and Goza had fallen into the hands of the French, by the treachery of the Grand Master and some of the Knights of Malta; who, forgetful of the solemn oaths, by which their order was bound to support the independence of it, had contrived, by various means, to prevent any opposition being made by the garrison: many of the batteries were totally unprovided with any means of defence, some of the cartridges were filled with sand, and the shot too large for the guns; yet this conquest, as Buonaparte pompously styles it, is boasted of by the French, as one of their brilliant exploits. Here I cannot help observing, that the perfidious conduct of our enemy has recoiled upon his own head. Malta, possessing perhaps the finest harbour for its size, and certainly the strongest fortifications in the world, has now fallen into our possession, which otherwise never could have happened; as the well known justice and honour of our government would have forbidden any attack upon an unoffending state, however weak and unprotected it might have been. But since the fortune of war has fairly brought this island under our dominion, I cannot avoid

expressing an ardent wish and hope, in which I am sure of being joined by all who are acquainted with the value and importance of it, that whatever may be the claims and demands of our opponents when the terms of peace come under consideration, we may still retain this place. As long as we are possessed of the trident of the seas, and by that means enabled to throw in supplies of provisions and ammunition, it cannot be taken from us: and since it affords at all times a commodious harbour for our shipping, and commands the entrance of the Archipelago, its importance to our commerce in these seas, is incalculable.

The passage of our fleet through the Straits of Messina must have afforded a grand spectacle to the multitudes who beheld it from the shore; who hailed our arrival with acclamations of joy and gratitude, which conveyed to our minds the highest gratification. To us the surrounding scenery was truly grand; the channel, narrow^d at the entrance, widened as we proceeded, and opened a display of picturesque beauty that beggars all description. The rapidity with which we were carried by the current and the wind, prevented any long inspection of particular places; at the same time it rendered the change of objects more pleasing and diversified. On the left, the high mountains of Calabria, so lately shaken to their foundation by earthquakes, presented objects of infinite variety; the town of Reggio forms a

^d The entrance of the Straits between the Coda de Volpe on the Calabrian shore, and the point or promontory of Pelorus in Sicily, is scarcely more than a mile over. At Messina the channel is four miles broad, and from thence it rapidly widens till it opens again into the Mediterranean.

very beautiful feature in the landscape; it is situated at the base of the mountains, on the banks of a river which appeared to have owed its origin to one of those concussions of nature that have often changed the face of the country.

On the right, the city of Messina, with its handsome buildings, adorned with spires and steeples, presented a fine foreground to that side of the picture. Behind the town, on an eminence, is seen the castle, which, though it commands the harbour and town, is itself overlooked by high lands; from which it would soon be reduced by an invading army, that might easily gain those heights.

The far-famed Charybdis is situated near the entrance of the harbour; and by ancient historians and poets we are told, that ships, sucked into the vortex of the whirlpool, were in imminent danger from the violent commotion of the waters, by which the helm lost its power, and the seamen's exertions were rendered vain, so that with the most favourable wind they could not gain the port. The noise occasioned by the tumult of the waves, gave rise to the fictions of poets, who likened it to a voracious monster roaring for its prey; and by them the passage of these Straits has been described as the most dangerous adventure that mariners could undertake. In those days we find, that ships were obliged to go as near as possible to the Calabrian shore, in order to avoid the whirlpool; and then they ran a hazard of being carried on the rock Scylla, and dashed to pieces against its rugged sides. From this circumstance arose

the proverb, ‘*incidit in Scyllam, cupiens vitare Charybdim*,’ applied to those who, in their endeavour to avoid one danger, fall into another. But we found none of these difficulties. Perhaps the constant friction of the waters has worn away the rocks and shoals that obstructed the passage, and given more ample room to the current, which, however, is now extremely rapid.

As we sailed down the Straits our eyes were regaled with a view of flourishing corn-fields, vineyards, orchards, and plantations. Cultivation, though in some places neglected, in others was carried high up the side of the mountains, on the summits of which appeared towns or villages, with here and there detached houses, churches, and convents. Towering over all, we beheld the majestic heights of Mount *Ætna*, whose summit, whitened with perpetual snows, was seen frequently above the clouds emitting volumes of smoke that sometimes ascended to a vast height; at others, came rolling down its sides.

‘*Portus ab accessu ventorum immotus, et ingens
Ipse; sed horrificis juxta tonat Ætna ruinis,
Interdumque atram prorumpit ad æthera nubem,
Turbine fumantem piceo et candente favilla;
Adtollitque globos flammarum, et sidera lambit:
Interdum scopulos, avulsæque viscera montis*

*Erigit eructans, liquefactaque saxa sub auras
Cum gemitu glomerat, fundoque exæstuat imo.**

ÆN. III. 570.

Having quitted this delightful scenery, we at length emerged into the main, and were steering with a press of sail for Malta with a fresh breeze from the north-west, in full hope of finding the French fleet at Goza, where report said they were anchored. On the 22d of June, at daylight in the morning, the Mutine spoke a Genoese brig from Malta, and received information from her, that the French had sailed from thence on the 18th instant with a fresh gale from the north-west.

The Admiral now determined to sail for Alexandria; though uncertain what course the enemy had taken, he judged that to be their probable destination, and accordingly made the signal to bear up and steer south-east with all possible sail.

Every mind now anxiously looked forward to the glorious conflict; but what would have been our feelings if we could then have foreseen that the French fleet was to pass us in the

* The port capacious, and secure from wind,
Is to the foot of thund'ring Ætna join'd.
By turns a pitchy cloud she rolls on high;
By turns hot embers from her entrails fly;
And flakes of mounting flames, that lick the sky.
Oft from her bowels massy rocks are thrown,
And shiver'd by the force, come piecemeal down.
Oft liquid lakes of burning sulphur flow,
Fed from the fiery springs that boil below.' DRYDEN.

following night? Such, however, was the case, as we afterwards learned from consulting and comparing the journals of French officers made prisoners in and after the action. It appears almost incredible that a fleet consisting of near four hundred sail of various descriptions, should cross an adverse fleet of fourteen sail of the line, even in the darkest night, without some of them being discovered, yet so it was. We sailed on in expectation that they had got the start of us by several days, and they shaped their course across our track, making a more northern tour by the island of Candia, wrapped in perfect security, and unconscious that any adverse fleet of force sufficient to alarm them was at that moment in those seas. ^f

We could form no certain opinion whither the enemy had shaped his course up the Adriatic, towards Constantinople, or to Alexandria; but one of these destinations, we were well assured, must be the object of his enterprize. In our passage to the coast of Egypt, we saw only three vessels, which we spoke; two of them were from Alexandria, but could give us no account of the French fleet; and one from the Archipelago was equally unable to afford us the wished-for intelligence. On the 28th of June, six days after we bore up, we came in sight of the city of Alexandria, and, to our great disappointment, saw nothing of the French fleet. Only one Turkish line-of-battle ship, with

^f See the chart of the Mediterranean, in which I have given an accurate delineation of the track of the British and French fleets till they met off the Nile on the 1st of August.

some merchantmen of different nations, were in the two harbours.

When we arrived off the Pharos, or castle which guards the entrance of the eastern harbour, the Admiral dispatched the *Mutine* towards the port for intelligence. Captain Hardy, after some delay, was permitted to land, and was conducted under a guard to the Governor, who expressed his surprise at seeing a British squadron, and seemed to feel some uneasiness at the visit; but on being informed of the object of our pursuit, his alarm was increased, though he declared his determination to resist the attempt of either power to land. The Admiral now experienced the greatest degree of disappointment at finding the enemy had eluded his pursuit, nor could he at the instant form any determinate resolution what course he should take, as their destination was totally enveloped in mystery. His anxious mind would not, however, permit him to rest long in the same station, and he resolved to shape his course back again, taking a northern direction, in hopes of hearing some tidings of the enemy.

On the 29th we stood to the N. E. with a fresh breeze from N. N. W. The *Swiftsure* was ordered, by signal, to chase a strange sail, which she came up with in the afternoon, and found her to be a French merchantman of 144 tons burthen, in ballast, bound from Alexandria to Smyrna. After taking out the prisoners, four of whom, including the captain, were Frenchmen, the rest of the crew Greeks and Italians, she

was burnt by order of the Admiral, who was unwilling to be delayed by taking her with him. The wind in this part of the Mediterranean during the summer months generally blows from the westward, consequently we now had to beat back, against a strong breeze, which we did with all the sail we could carry. On the 4th of July we made the coast of Natolia, near Cape Chelcdonia; the same day the Mutine parted company. On the 5th, the Admiral made the signal to close round him, many of the ships being greatly to leeward; for although the Vanguard had lost her foremast, which she had supplied with a jury-mast, yet she sailed by far the best of the fleet. On the 7th, the Orion having parted company in the night, the fleet wore and stood to the northward, and towards the evening of the same day she rejoined us. On the 9th, being off the southern coast of the island of Candia, we had a view of Mount Ida, situated near the centre of the island. The weather had been excessively hot ever since we made the coast of Egypt, and now, though we were two degrees to the northward, the thermometer was as high as eighty-four.

On the 10th and 11th we were yet off the south-west side of Candia, and saw the little island of Goza; the wind being still against us we made but slow progress to the westward, and continued beating to windward till the 16th, when it became more favourable: our latitude observed this day was $35^{\circ} 45'$ N. Long. $20^{\circ} 5'$ E. of Greenwich. On the 18th, at six p. m.

we descried Mount Ætna, and by eight saw Cape Passero⁸. On the 19th of July the fleet stood towards Syracuse, and the Admiral determined to enter the bay, being in great want of water, the Vanguard having had no opportunity of taking in a supply of that necessary article from the beginning of May, when she sailed from Gibraltar; several other ships of the fleet were nearly in the same situation. The entrance of the harbour is very narrow and difficult of access, nor was any person of the fleet acquainted with it; but by the skill and attention of the captains and officers each ship got safe into the bay and anchored by three p. m. and without delay proceeded to take in water, though at first some difficulties presented themselves from the inconvenient situation of the watering places; however, by the laborious exertion of the officers and men employed on that service, under the immediate direction of Captain Troubridge, the whole was completed in five days, and an ample supply of fresh beef and vegetables procured; articles of the highest importance to the health of seamen after a long voyage.

⁸ Cape Passero formerly bore the name of Pachinus, and is thus celebrated by Virgil.

‘ Hinc altas cautes, projectaque saxa Pachyni
Radimus.’ *ÆN.* iii. 699.

‘ Then doubling Cape Pachynus, we survey
The rocky shore extended to the sea.’ *DRYDEN.*

CHAPTER III.

- “ Sicanio prætenta sinu jacet insula contra
 “ Plemmyrium undosum; nomen dixere priores
 “ Ōrtygiam. Alpheum fama est huc Elidis amnem
 “ Occultas egisse vias subter mare: qui nunc
 “ Ore, Arethusa, tuo siculis confunditur undis.” *ÆN.* iii. 692.

WHILE the ships were taking in water and live stock I took the opportunity of viewing the curiosities of Syracuse and its environs. But before I begin my account of what I saw on shore, I must say a few words of the Bay of Syracuse, in which the British fleet was anchored.

The form of this excellent harbour is nearly circular; the entrance, as I before observed, is very narrow, that without a tolerably fair wind it would be dangerous, if not impossible, for a large ship to beat in or out. But when once entered, it is so spacious that it would contain with ease an immense fleet; and, by being completely land-locked, ships may rest in perfect security during the heaviest gale, from whatever quarter it might blow.

Two small rivers disembogue themselves into this bay; that to which the boats of the Swiftsure proceeded on our arrival

was so choked with mud and weeds at the entrance that it was with considerable difficulty any of the boats could approach the shore, many of the larger kind grounded at some distance, and, to my mishap, that in which I was: we were in consequence obliged to wade to land with the water and mud up to our middles. The people now discovered another and worse difficulty in their way: the fields on each side of the mouth of this river (I understand in ancient days it was called Anapus) produced a great abundance of hemp, which is steeped in the river as soon as cut, and there left to soak; this operation renders the water pernicious to the health, as well as horribly unpleasant to the smell and taste. The mode adopted to obviate this difficulty, was rolling the empty casks through the fields to where the waters were uncontaminated; this was found to be beyond a bridge about a quarter of a mile up the river, and here they were soon filled and floated down to the boats. Another, and more convenient watering place, was soon discovered; it was situated near the town, and supplied by means of water courses from an aqueduct some distance up the country. Here, by the able management and exertions of Captain Troubridge, the needful supplies were soon obtained. While he saw that the parties employed in filling the water-casks did their duty, he also negotiated with the people of the country for bullocks, sheep, and other stock, which were soon brought down in great profusion, and an ample store of fresh provisions supplied to all the ships of the fleet at a reasonable price.

In the afternoon, the landing place at the gate of the city was a scene of much gaiety and show; the boats from the fleet pulling in towards the shore, the crowds that lined the strand, the long range of carriages in which the principal nobility of the place came to view the British fleet, the gaudy liveries of their servants, with the variety of dresses which every where presented themselves in the appearance of the several orders of the people, formed so pleasing an assemblage, that I was induced to make a drawing on the spot, which is annexed. On the left hand of the foreground is a bastion of the fortification on the walls; and a little further on is seen the great gateway, from whence extends a length of wall which terminates in the fort commanding the entrance of the harbour.

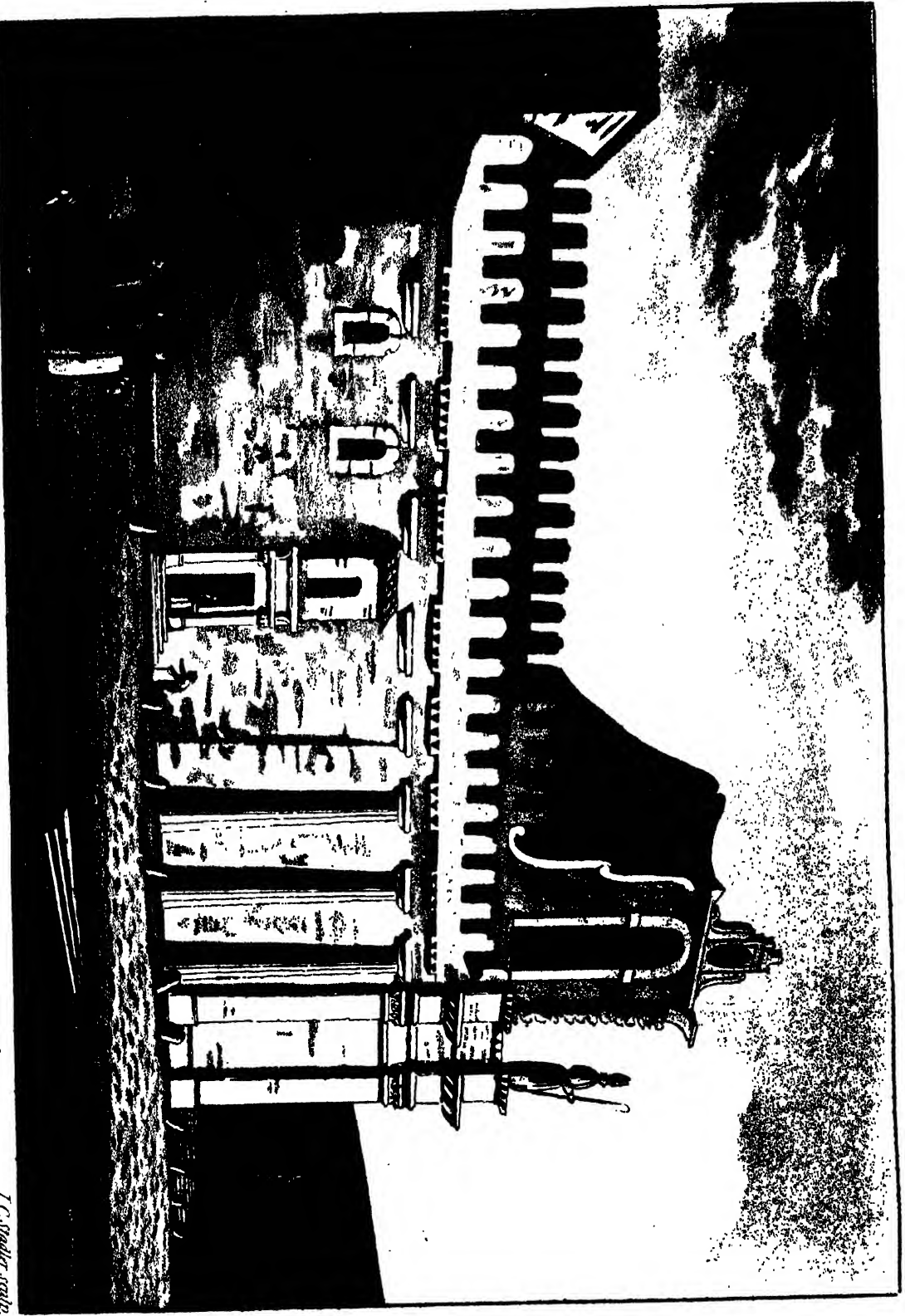
The town which now exists, is built on what was formerly called the island of Ortygia. At the time when Syracuse was reckoned one of the first cities of the world, it was only the citadel or castle of Dionysius; but then contained many buildings of eminence. Now it exhibits a melancholy contrast to its former grandeur, the streets being in general meanly built, and so narrow that two carriages cannot pass each other with safety; and the eye is offended at every turn, with the most deplorable objects of poverty, filth, and misery. Among the most eminent buildings that adorned this quarter of the ancient city, was the Temple of Diana, of which I saw no remains; but of which, according to De-Non, a small vestige is

to be found in an obscure house in a by-street called Re-falibra.

The Temple of Minerva owes its preservation to Agio, the tenth bishop of Syracuse, who converted it into a cathedral, and so preserved it from that destruction which many of the other temples of antiquity have experienced. Although the Corinthian front which now adorns the entrance does not coincide with the massive Doric pillars of the ancient building, yet the whole edifice has a noble appearance. The plate annexed presents a side view of the Temple and the majestic marble columns supporting the roof. These columns are fluted from top to bottom, and gradually increase in size towards the base. Originally they were open, and discovered a second row of columns of the same order; but the space between them has been built up to form the walls of the cathedral.

On entering the building our ears were saluted with the harmony of church-music; the rich melody of the organ filling the vaulted roof with its tones, and aided by the voices of the choir, formed an assemblage of solemn sounds that, at the moment, raised our minds in rapture towards that Being whose praises were then chaunting.

No man, I believe, feels the impressions of devotion more strongly than the seaman just landed from the perils of his dangerous occupation; his mind naturally raises itself in grateful acknowledgment towards that Power by whose protecting arm he has been preserved.



Cooper Hillman & Co.

Temple of Minerva, Syracuse.

T.C. Stadler sculp.

When the service was ended, some of the clergy, in a friendly manner, offered to shew us the curiosities contained in their cathedral.

In an apartment behind the high altar, we found a good painting of the Crucifixion, by Urbino: in this room also is kept an agate cup of great antiquity, and very beautiful workmanship, supposed to be coeval with the Temple itself; but some of the monks, with more zeal than knowledge, had inlaid parts of it with legends of their saints. They produced also for our inspection two massive gold rings that were many years since dug up among the ruins of the ancient city.

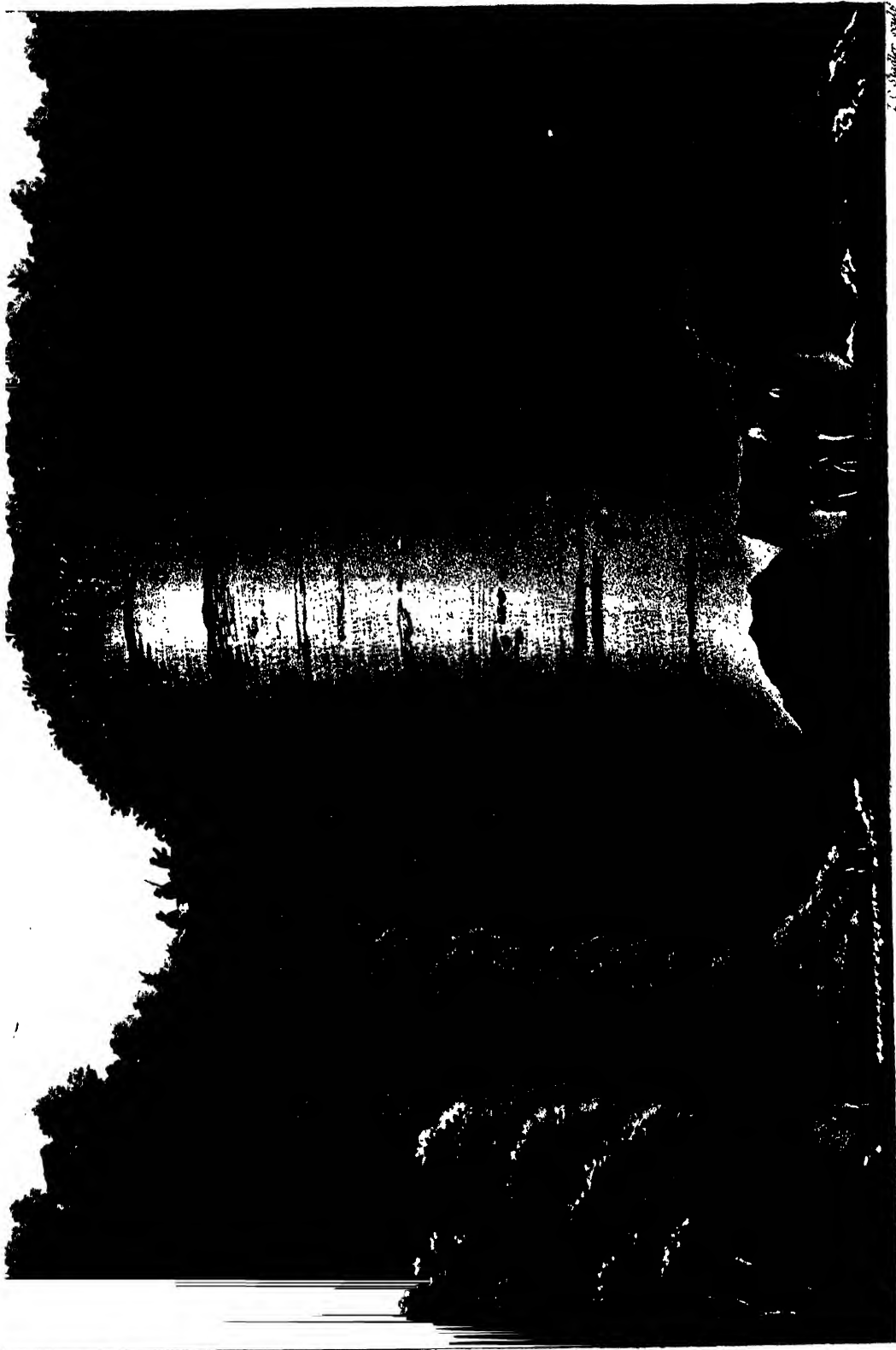
The fable of the river god Alpheus and the nymph Arethusa, is well known to all classical scholars. Every man of taste must remember, with particular delight, the tale as it is told by Ovid. The whole would be too long to copy here, but I cannot forbear extracting a few of the concluding lines, in which the nymph with such exquisite liveliness describes her own sudden conversion to a stream.

‘ Occupat obsessos sudor mihi frigidus artus;
 Cæruleæque cadunt toto de corpore guttæ.
 Quaque pedem movi, manet lacus, èque capillis
 Ros cadit: & citius, quam nunc tibi facta renarro,
 In latices mutor. Sed enim cognoscit amatas
 Amnis aquas, positoque viri, quod sumpserat, ore,
 Vertitur in proprias, ut se mihi miscet, undas.

*Delia rupit humum: cœcisque ego merfa cavernis
Advehor Ortygiam.*ⁱ OVID MET. lib. v. ver. 632.

Led by curiosity to see the place thus celebrated; we paid a visit to what bears the name of the Fountain of Arethusa; but, alas! found nothing to justify the eulogiums paid to it by various writers of antiquity: repeated earthquakes, after changing its situation, have destroyed its former beauty; the sea has at times found its way through the riven rocks; the sacred fish are no longer inhabitants of its pellucid waters. It now exhibits only the appearance of a dirty pool issuing from a hollow rock; the waters at some periods dry up; at others, are tainted by sulphureous effluvia. It is now used by the washerwomen of the city, who, at this time, were employed in their occupation. Standing up to their waists in the water, they were beating the linen with flat boards upon the broken rocks which had tumbled into the pool. Neither the delicacy of the ladies, the beauty

ⁱ Cold dews at once my weary limbs appal,
And azure drops from all my body fall;
And where my foot was plac'd, a lake is spread,
And moistures trickle from my trembling head;
And quicker than these words, my person flows
Chang'd to a stream. The amorous river knows
The lovely current; instant lays aside
His human figure; and begins to glide
Again in wat'ry waves, with mine to mix his tide.
Diana, still my virgin charms to keep,
Cleaves the hard earth; and safe in caverns deep
To far Ortygia's shore my darksome way I weep.



L. C. Shaller. 1887

Caverns near Syracuse
London 1887 by L. White. Phot. Nov. 1887

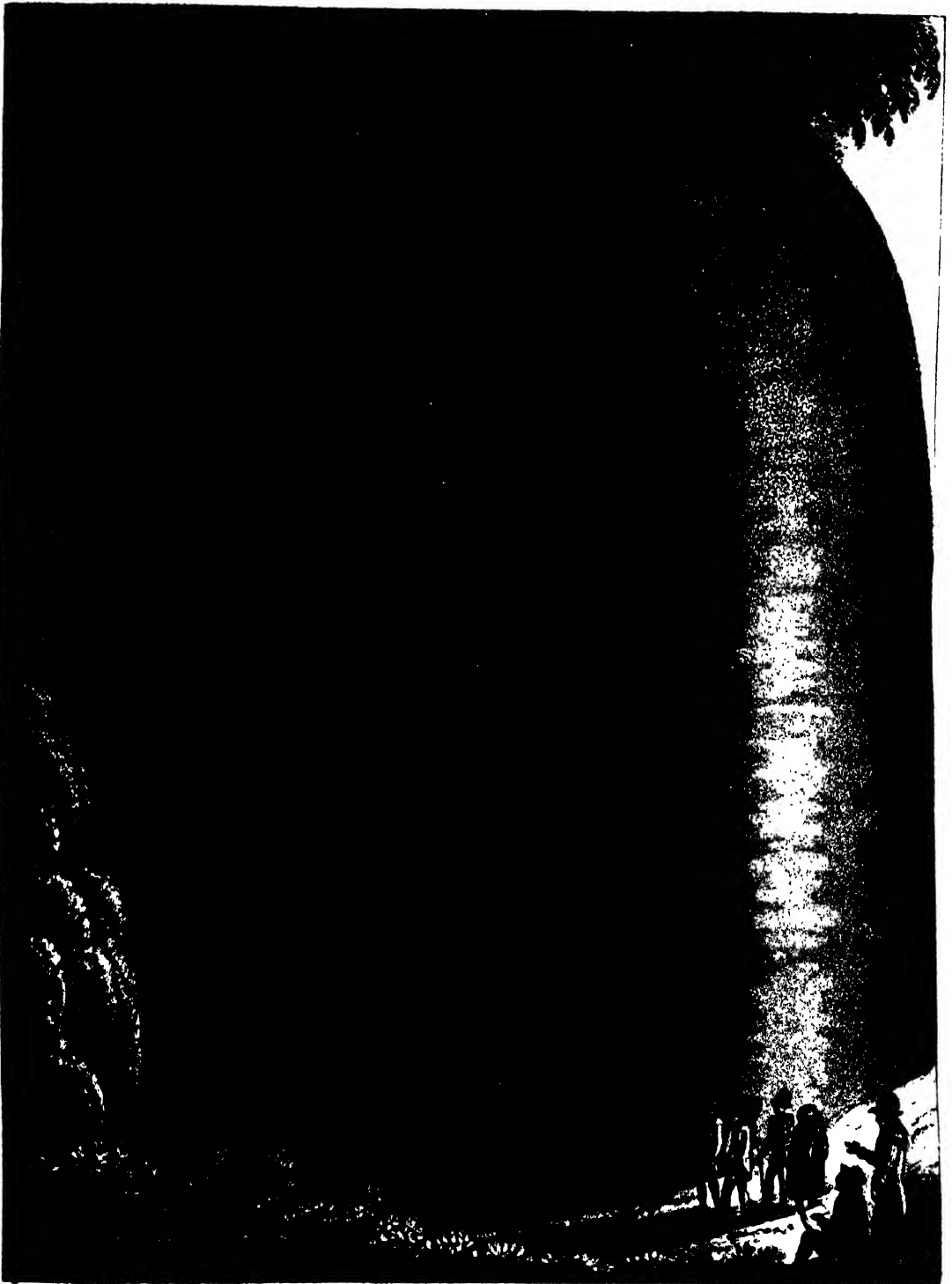
Cooper. Williams. 1887

of the fountain, nor the elegance of the employment carried on there, recalled to our minds those pleasing images we had formed of it, and we quitted the place with disgust.

We next proceeded towards the land-gates, which are placed in the strongest part of the fortifications. After passing through two handsome gateways, and over several broad and deep fosses filled with water, we came to a large area that led us to the last gate, which is built in the outward walls of the fortification. Crossing the drawbridge, we entered on the site of that part of ancient Syracuse called Achradina, of which not a vestige remains. Proceeding through several highly cultivated gardens, well stored with vegetables, delightfully shaded by tall poplars, and watered by clear streams from the neighbouring hills, we arrived at the celebrated Latomiaë, or caverns in which Dionysius is said to have confined his prisoners, and to have enjoyed their groans, by means of a chamber that communicated with one of them. How far this story is to be relied on, I shall not pretend to say, but must refer the reader to those historians who have made it their study, and whose leisure and opportunity have enabled them to investigate the matter. My business is to give the best description I can of the place as it now is. The cavern known by the name of Dionysius's ear, is supposed to have been the scene of that cruelty; and its shape certainly gives colour to the story, being formed to convey sound to a particular place. It is hewn out of the solid rock, into the form of a Gothic arch, eighteen feet wide by fifty-

eight high, and curved from the entrance to the end; throughout the upper part runs a groove which communicates with a small chamber over the entrance, which must originally have been walled up to prevent the sound escaping. In this chamber the tyrant, according to tradition, used to place himself to hear the discourse of his prisoners who were chained to the walls of the cavern: and to give a colour to this idea, rings are discovered formed in the rock, to which possibly the hands and feet of the prisoners were fastened with thongs. On the right, half-way the length of the cavern, is a large square chamber, also hewn out of the rock, but for what purpose it was formed, except to enlarge the place allotted for prisoners, we could not guess; yet, as it must in some measure have destroyed the conveyance of sound, the original purpose for which this cavern was formed, it may have been a work of later date. The further end of the cavern terminates abruptly, like the gable end of a house; but near the top are seen several holes in the wall, as if a chamber had been there, and up to it, in regular gradations, smaller holes, apparently for iron cramps to support steps.

The dryness of this curious cavern, the effect of the echo, and the solemn appearance of the place, must render it a delightful retreat during the summer months, when the heat of the climate is insufferable; but it does not appear that the Syracusans have taste enough to enjoy so romantic a spot. Near this cavern is another of a different form, being square, flat at



Cooper Williams del.

J. C. Stadler sculp.

Entrance into Dionysius' Cave.
London Pub. by L. White Fleet Street 1801



J. C. Smaller sculp.

Inside of a Cavern near Syracuse.

London: J. & W. White, 1848.

Copied from the original.

the upper part, and subdivided into several spacious chambers by rude pillars formed of the rock, out of which the cavern was excavated; a work that must have cost infinite labour, and employed armies to accomplish. In the spacious area before the entrance of the caverns, is an high white insulated rock; on the top are the ruins of a building, perhaps a guard-house; and near are seen the remains of an ancient aqueduct. The rocks surrounding the area are so smooth, and so artfully project toward the summit, that to climb them would be impossible. Near the top appear the remains of an earthen-ware channel to convey water from the aqueduct to the caverns below. There is also another cavern in the same direction with the last-mentioned, but blackened with the smoke of furnaces used to extract the salt of nitre: it is of a similar form, but of less dimensions.

Near these caverns we discovered the remains of a bath, of an oblong form; the water within it perfectly clear, and of an icy coldness; from the top are suspended large masses of petrified stalactites, which daily increase by water dripping from above. The approach to this place is hid among plants that have for ages been suffered to grow in wild luxuriance, and in festoons of various kinds overhang the entrance, forming a most romantic retreat.

We next visited the remains of a Roman theatre hewn chiefly out of the rock: which, of course, has suffered little from the injuries of time, but all that was built on this foundation is destroyed. The situation is perfectly beautiful; the spectators

having a full view of the Bay, with the island of Ortygia, and the rich plains through which the Anapus winds, it even now presents a most picturesque appearance. The white steps are nearly hid by bushes and flowery shrubs of various kinds, and the waters escaping from a reservoir above, come tumbling down the rocks in broken torrents.

Being somewhat tired with our walk, we postponed making further researches till the next day, when we again, at an early hour, landed at the usual place. Before we proceeded to explore the venerable remains of past ages, we determined to inspect the more modern edifices that adorn the present city. The first place that we proceeded to was an open area, or piazza, in which are the principal buildings of the city: the annexed plate will give the reader a tolerably correct idea of it. On the right is the Bishop's palace adjoining the cathedral, which I have before observed was built on the ruins of the Temple of Minerva. This view shews the elevation of the modern façade erected on the site of the old portico. History informs us, that on the summit of the ancient portico was suspended a shining buckler which could be seen at a vast distance. No sooner did the Syracusan mariner lose sight of this talisman, than he threw offerings of honey, flowers, and ashes into the sea to render Neptune and Minerva propitious to his voyage, and ensure his safe return. The modern front is perfectly incongruous with the rest of the building; it is of the Corinthian order, and highly ornamented with Colossal statues. The ascent to it

is by a noble flight of steps, on each side of which is a statue of the two principal apostles, St. Peter and St. Paul, has a fine effect.

Beyond the cathedral is a handsome square building appropriated to the administration of justice, opposite to which is the palace of the Baron de Bosci, a nobleman of large property and consequence in this place.

We next paid our respects to some convents near the piazza. The first was dedicated to St. Lucia; where, over the high altar in the chapel, is a good painting, by Caravagi, of the martyrdom of the patroness. St. Lucia is represented as drawn by oxen to the place of execution; but, by a miracle, she is rendered immoveable notwithstanding the utmost exertion of the animals, who appear to strain every nerve in vain. However the miracle seems to have no object, as a Saracen soldier comes behind her and cuts off her head.

The convent of Monte Virginis is appropriated to females of noble family only. As Englishmen, we could not but lament that so many lovely women should, by superstition, be thus secluded from the world, which otherwise they might have contributed by their presence to adorn, as by their social virtues to have added to the general stock of domestic happiness.

We now once more emerged into the country, and proceeded to a farm-house, where the mode of raising water attracted our attention. A number of earthen pots, connected by bands of rushes, revolved round a wheel (in the manner of a jack-chain)

which was put in motion by an ox. As the pots fall into the well below, they fill, and come up to the turn of the wheel, where they empty themselves into a trough connected with a large reservoir; from whence the neighbouring gardens are refreshed with constant streams during the heats of summer, and by this contrivance are blessed with a perpetual fertility.

From hence we visited the church of St John, esteemed the oldest christian church in Sicily. The pillars are of the heaviest Gothic, and the walls covered with miserable daubings. But our principal objects of research were the catacombs, or burying places, of the ancient Syracusans. We were conducted by an old Capuchin friar into these celebrated tombs, and were obliged at the entrance to creep in on our hands and knees, but we soon found it sufficiently lofty. The streets and alleys into which these vaults are cut, cross each other in every direction, and had our guide extinguished his torch, we must have remained in this dismal abode till relieved by the hand of death, as it would be very difficult for a stranger to find his way out, even with a light; without it, impossible. At certain distances we came to large round chambers, whose dome-like roof admitted a small portion of light and air from an aperture in the upper part. The walls of these rooms were covered with a sort of stucco, and round them were placed in uniform directions a number of stone coffins like those we saw on each side of the alleys. These were excavated from the solid rock, and of various dimensions; some appearing scarcely large enough



J. S. Muller sculp.

Monastery of the Virgin Mary near Syracuse.

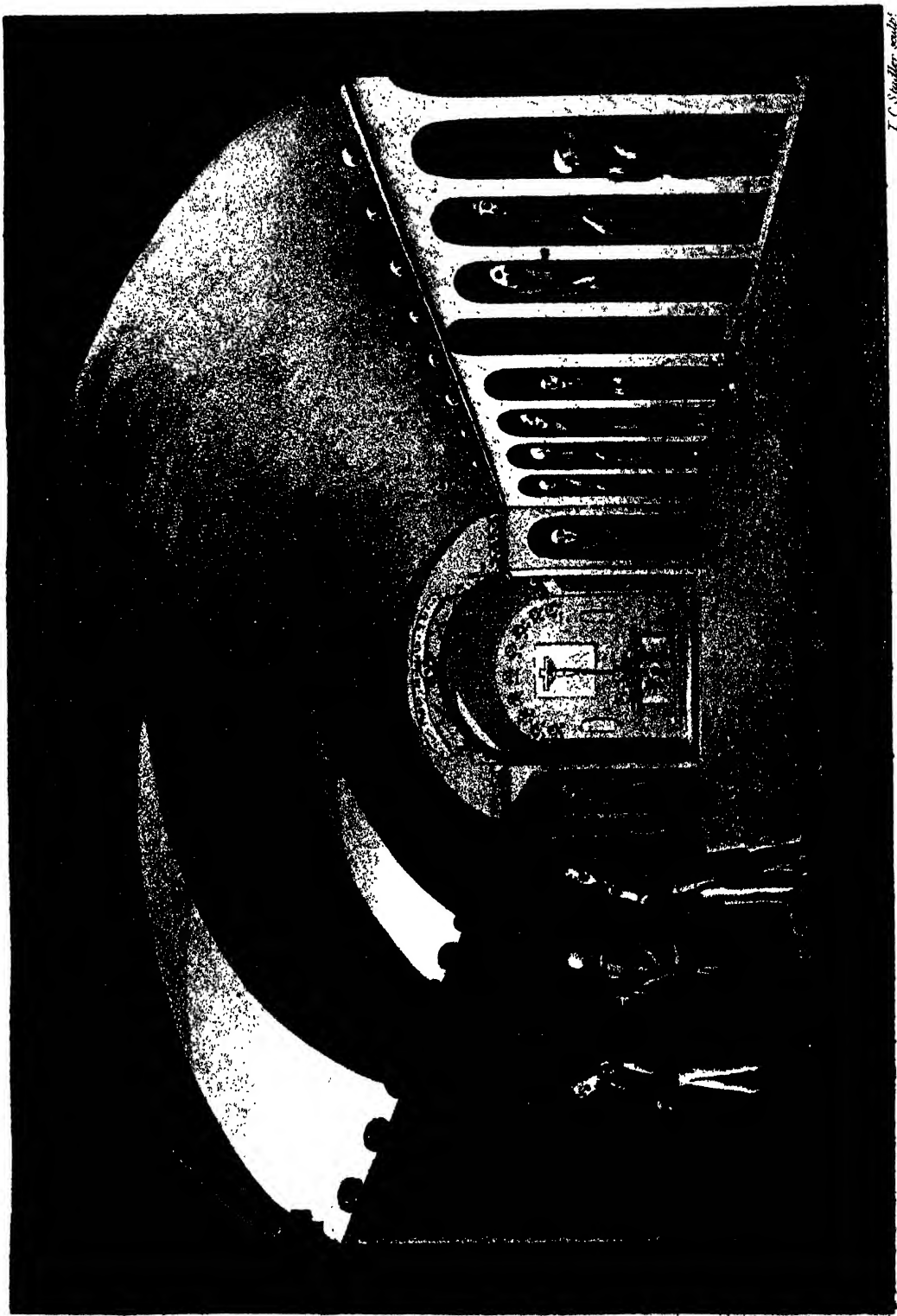
for a new-born infant. We were informed that skeletons had been found in some of them with a piece of money in their jaws; perhaps to pay the ferryman of the Styx for their passage to the regions of Pluto.

The horrid idea of being, by any accident, left to starve in this labyrinth of death^k, made us glad to quit it, filled with astonishment at its vast capacity. For though we walked through a great many streets and alleys, on each side of which are arched tombs excavated from the rock, yet we also passed by the ends of many other passages which we did not penetrate, and could form no idea of the extent of, nor of the number of bodies the whole might be capable of containing.

We next proceeded to a monastery of Capuchins, situated on an eminence near the sea. It is a neat and airy building, placed on a barren rock, without an appearance of any vegetation near it. But no sooner had we paid our respects to the reverend fathers, than we were conducted by them into subterraneous gardens, where verdure and vegetation flourished

^k I have since been informed, that some time ago a gentleman and lady having gone to see the catacombs at Rome, soon after they had entered the gloomy caverns, the roof fell in and closed up the entrance. What agonizing sensations must they have endured on returning to the place through which they had hoped again to behold the light of day, to find it closed against them for ever! Some people who saw them enter, and were aware of the accident, gave the alarm; but those employed to clear away the rubbish, fearful of being involved in the like misfortune, were so tardy in their operations, that by the time they had penetrated through the mass, the unfortunate strangers, with their guide, were discovered lifeless. It appeared that the latter had attempted to work a passage with his hands, but must soon have been convinced that his efforts were unavailing.

in the highest degree. The scene appeared like enchantment; nor could we at first devise the cause of it, till, on examination, we discovered that we were in the same sort of excavations as those of the *Latomix* we had before visited. By labour and cultivation the ground, rendered rich and productive, is become a luxuriant orchard of orange, lemon, and olive trees. But Mr. Swinburne's description of this place being far better than any I can hope to give, I shall take the liberty of using it. 'I descended by a slope into these extraordinary bowers, where my view was confined on all sides by shaggy walls of great height, either purposely hewn into shape, or rudely figured by the corrosive sea air. Huge masses have been broken off and rolled on the platform, where they contribute to the composition of a most wild, yet solemn picture. The area is covered with a thick grove of trees, loaded with rich scented blossoms and beautiful fruit; I was delighted with their variety of kinds, vigour of growth, and brilliancy of foliage; the slim branches of the pale olive were interwoven with the bushy heads of orange, lemon, bergamot, and cedar trees; while the tender colour of the full blown almond formed a fine contrast with the fiery buds of the pomegranate, just bursting into blow. The gardeners have skilfully increased the variety of their fruits by grafting and budding, and have procured a great diversity in their taste and colour. There are several sepulchres in these quarries, and some projections of the stone have been scooped into rings, by which I conjecture, that after the place



I. C. Stoddard sculpt.

Catholic Cemetery under the Capuchin Monastery, near Syracuse.

W. H. Williams del.

ceased to be used as a quarry, it was converted into a prison.'

The undercroft or cemetery of this monastery contains as curious a scene as any we had yet witnessed. We entered it by a flight of steps through a trap-door in the nave of the chapel, and found it as light as the place we had just left, having windows in the vaulted roof. But our attention was immediately called off from other matters to an assemblage of venerable personages arranged along the wall, in niches formed for the purpose: they were all dressed in the habit of St. Francis, and, at first sight, had the appearance of life; but, on close examination, their skin appeared dry, shrivelled, and as hard as wood; some of them had been dead for near two centuries; many of them were decorated with long flowing beards, others with none; whether fallen off by time, or the fashion of the age they lived in, I cannot say: the monks of the present day being distinguished by a profusion of that ornament. Besides the bodies of the monks, we saw those of the nobility and gentry who could afford the expence of this mode of sepulture; for the worthy monks do not permit the intrusion of unhallowed laity into their society without receiving, besides the entrance fee, a handsome yearly compensation for it, which is paid in various ways. Some contribute annually a wax candle of many pounds weight; and should any omission of the payment occur, the unfortunate ancestor of the defaulter is turned out of his place to make room for another. These strangers

are generally habited in their best suits, and are laid in boxes with lids fastened by locks, which were opened for our inspection: some of them had bag-wigs, ruffles, and laced coats, and presented a very frightful satire on human vanity. No ladies are admitted of this silent party. The ornaments of this solemn repository are entirely appropriate; round the cornices, and over the altar, which has a crucifix on it, are skulls and cross bones, and over the entrance to the chapel this motto, ‘Commune mori, mors nulli parcit honori.’

On our return to Syracuse, we passed over the rough foundations of part of the ancient city, some of which we could perceive extend some yards into the sea. It was at this place Archimedes had his residence, from whence he annoyed the Roman fleet by the ingenuity of his inventions.¹

¹ In Heylyn's Cosinography I find the following short account of celebrated and learned men, who in former times adorned the island of Sicily, which, I think, will be acceptable to the reader, and shall therefore present it in his own words: ‘This island is famous for the worthy scholars she once produced; 1st, Æschylus, the first tragedian of fame; who being bald through age, once walked into the fields, where, by chance, an eagle taking his bald pate for a white rock, let a shell-fish fall on it of that bigness that it beat out his brains. 2d, Diodorus Siculus, that famous historian. 3d, Empedocles, the first inventor of rhetoric; and his fellow Gorgias. 4th, Euclid, the textuary geometrician, who taught in Megaris. 5th, Archimedes, a most worthy mathematician, the first author of the sphere; of which instrument he made one of that art and bigness, that one standing within, might easily perceive the several motions of every celestial orb. He made also divers military engines, which, in the siege of Syracuse, sorely vexed the Romans, and was at last slain in his study by a common soldier, in the sack of the town, to the great grief of the general, Marcellus. 6th, Epiccharmus, the first inventor of comedies; and 7th, Theocritus, the first author of pastoral eclogues.’

CHAPTER IV.

Felices quos ille timorum
 Maximus, haud urget leti metus; inde ruendi
 In ferrum mens prona viris, animæque capaces
 Mortis: & ignavum redituræ parcere vitæ. LUCAN, lib. i. v. 459.

DURING the time our fleet was in the Bay of Syracuse, Admiral Nelson was impatiently expecting some intelligence of the route of the enemy. From neutral vessels that occasionally entered the port he could gain no certain information: but a vague report reached him, that the enemy were not in the Adriatic, had not been seen in the Archipelago, and were certainly not gone to the westward. From hence he judged that Egypt must be their destination: and though it appeared extraordinary that in our voyage to Alexandria and back to Syracuse, we had neither seen or heard of them; yet, in his own mind, he was confident that Egypt was their object, and he once more determined to proceed thither.

That we did pass by the French fleet in our former voyage to Alexandria, has been ascertained to have happened between the 22d and 23d of June.^m To account for this circumstance

^m See the chart.

I shall observe, that the French steered their course for Candia, making an angular passage to Alexandria: we, on the contrary, made a direct push for that place; and though it happened at what is generally understood to be the narrow part of these seas, yet the distance of thirty-five leagues between Candia and the shores of Africa, affords ample room for two of the largest fleets to pass each other without observation. But when it is considered that by the inferiority of our numbers we were constrained to sail in a compact body, that we had no frigates to look out, and that the hazy atmosphere in this climate precluded a distant view, the surprise will vanish.

That this circumstance should occur, will to a seaman appear not an extraordinary matter.

The cause why, on our return *from* Alexandria, we missed them will be easily understood by referring to the chart, in which I have marked down the tracks of the hostile fleets. It will there be seen that we made a circuitous route northward at the time the French fleet bore down to Alexandria in a direct line from Candia. We have since been informed that on the evening of the 30th of June, the French appeared off the coast of Egypt, and early in the morning of the same day our fleet was seen from the towers of Alexandria. If we had remained only a few hours longer on the coast we must have fallen in with them previous to their landing. But Providence ordered it otherwise. And from subsequent events we have every reason to believe that our success has been more com-

plete, and the final destruction of their vast armament been rendered more decisive than if our own sanguine wishes had taken effect. But as this is mere matter of speculation and conjecture, we ought to rest satisfied with the event, and agree with the poet, that ‘whatever is, is right.’

On the 24th of July several ships of the fleet left the Bay of Syracuse; and the next day the rest of the squadron sailed from thence, having completed their water, and obtained a plentiful supply of live stock and vegetables, all which was performed in five days.

To render his second voyage to the shores of Egypt more certain, and that no opportunity of gaining intelligence might be lost, the Admiral determined to coast along the extremity of the Archipelago, among the Grecian islands. He accordingly made sail for the Morca; and on the 28th, being off Cape Gallo, dispatched the Culloden to Coron. Captain Troubridge communicated with the Turkish Governor, and so far gained his good opinion that he was allowed to take possession of a French wine-veffel at anchor in that port, and we soon had the pleasure of seeing him come out with his prize. He also brought us the certain intelligence, that the French fleet had been seen steering from Candia to the south-east about a month before.

Captain Troubridge had the satisfaction to observe, during his short visit to the Governor, that a general hatred and detestation was entertained of the French; their conduct towards

the unfortunate inhabitants of the places, of which they had taken possession in their predatory warfare, having raised the utmost horror and dread in those who expected a visit from them.

We now steered to the south-east, our hearts elate with the expectation of having our toils rewarded by a fight of the enemy.

For let not those who, unaccustomed to danger, form the most terrific ideas of it, imagine that the hazard of the fight is the predominant apprehension in the minds of men about to be engaged. I believe I may with great truth assert, that courage, on these occasions, spreads like wildfire through all ranks. Our commanders in this glorious expedition afforded such great examples, that his must have been indeed a dastardly spirit that did not participate in the generous impulse!

On the 29th a fresh breeze and high sea bore us rapidly from the coast of Candia; and on the 31st the captains of the fleet were on board the Vanguard to take the Admiral's last instructions: and how well they profited by them will soon appear! In the evening of the same day the Alexander and Swiftsure were ordered a-head to reconnoitre. About ten o'clock the next morning, being the 1st of August, the towers of Alexandria, the Pharos, and the far-famed pillar of Pompey, cheered our sight; and with satisfaction we observed the altered appearance of the port from what it was when last we visited it; then unpeopled, and solitary, now crowded with vessels, and

the French flag displayed on the walls. As we drew nearer, however, we were much mortified to find that the men of war, we expected to meet with, were not there: we counted six ships of war, of various sizes; the rest consisted of transports and merchant vessels in which the French troops had embarked at Toulon. Captain Ball, by signal, informed the Admiral of the number and situation of the enemy, and then hailed the *Swiftsure*, directing Captain Hallowell to bear down towards a large armed brig and galley at anchor off the mouth of the old harbour, and either bring them off, or drive them ashore. But we were soon recalled by signal from the Admiral, who was in the offing; and we stood towards the body of the fleet, which was steering eastward under a press of sail. That we were thus called off was a most fortunate event: we have since discovered that the galley and the brig had anchored behind a reef of rocks extending from the entrance of the old harbour. But for this seasonable recall, we must in a few minutes have struck on it; and if not lost, should have been rendered useless at a time when most wanted.

At a quarter past three p. m. the Admiral made the signal 'to prepare for battle,' and we (in the *Alexander* and *Swiftsure*) had not bore up more than an hour, before we also descried the French fleet at anchor, in a line of battle, in the Bay of Aboukir. Towards them we stood with the enthusiastic ardour of men bent on conquest, and who ~~knew~~ there could be no alternative between that and death. By standing so far in

towards Alexandria, we were left far astern. This was at first regarded as a most unfortunate event, but we had reason to think otherwise. At four p. m. the Admiral made the signal to prepare to anchor with springs on the cable, and that it was his intention to engage the van and centre of the enemy. At five the Alexander made a signal to the Swiftsure, that of standing into danger; and immediately tacked. Captain Hallowell luffed up to avoid the danger, and we had the mortification to perceive that the Culloden was aground on a reef of hidden rocks. These rocks extend a considerable way from the island which forms the north-west point of the Bay of Aboukir. In his eager desire to gain a forward station in the glorious contest, the gallant^a commander had with crowded sail borne down towards the enemy. No one in the fleet had the least knowledge of the bay; nor was any known chart of it existing, except an ill drawn plan found on board the vessel captured on the 29th June, which had been presented to the Admiral, but from that nothing certain could be made out. Captain

^a Captain Troubridge has passed almost the whole of his time in active service, and has had occasion repeatedly to distinguish himself for that zeal and intrepidity which has so justly raised the naval character.

On that ever memorable day, when a fleet of only fifteen British sail of the line attacked and conquered twenty-seven sail of Spanish men of war of the largest size, bearing away four of their ships as trophies of the victory gained by Sir John Jervis off Cape St. Vincent, Captain Troubridge, in the Culloden, had the distinguished honour to lead the van into battle. Now, when his ardent mind had pictured to himself fresh laurels to be won in defence and support of the honour of his country, to find all his prospects blasted! Not only unable to gain a forward station, he was totally rendered incapable of lending any aid to his gallant countrymen, and obliged to remain an inactive spectator of a contest in which he had hoped to have borne a distinguished part! His feelings were such as only a brave man, by imagining himself exposed to a similar disaster, can form any idea of.

Troubridge had kept constantly sounding as he proceeded, and, just before he struck, had found ten fathoms of water: before the lead could again be hove, the Culloden was fast aground on the rocks. Warned by his disaster, several other ships, standing into the same danger, were preserved from a similar fate. The evening was now closing in, the bay quite unknown, and the enemy ready to receive us, drawn up in a close line from north-east to south-west, forming an obtuse angle at the centre.*

Here true heroism was displayed in the prompt decision of Admiral Nelson. When his squadron was well collected round him,[†] he determined without loss of time to attack the foe, formidable as their appearance was; superior their number, weight of metal, and size; night coming on; and an unknown navigation. Surely too much cannot be said of such magnanimity! His honour, character, and life, were to be put to the decision of the enterprise; for it was well known that conquest or death was his determined object.

His resolution was instantly formed, and his intentions made known to the fleet by the signal ‘for the headmost ship to bear down and engage, as she reached the van of the enemy; the next ship to pass by and engage the second ship of the line; and so on.’ With alacrity was this signal obeyed: the

* See the plan of the action.

† Except the *Alexander* and *Swiftsure*, who were under a press of sail making the best of their way to join.

sure presage of victory sat on the brow of every Briton, and a general ardour pervaded all ranks. The commanders, with that courage which distinguishes men inured to danger, saw the hazard of the contest and prepared to meet it: their ships were trained to every exercise of arms; all means of preservation from fire, leaks, and other casualties, were arranged in order; a bower cable was got out of the after part of each ship and bent forwards, that she might anchor by the stern; the dreadful engines of destruction ready primed and doubly loaded; the men at their quarters waiting in silent expectation the orders of their superiors; the officers respectfully looking towards their captains, and waiting with firmness the awful moment. The enemy's line presented a most formidable appearance: it was anchored in close order, and apparently near the shore; flanked with gun-boats, mortar vessels, and four large frigates; with a battery of guns and mortars, on an island near which we must pass. This posture gave the most decided advantage to the French, whose well known perfection and skill in the use of artillery, has so often secured to them splendid victories on shore: to that they were now to look for success; for each ship being at anchor, became a fixed battery.

The British Admiral, who saw all the advantages the enemy possessed, but saw them with a seaman's eye, knew that they must have room to swing the length of their cables; and, consequently, that there would be space enough for our ships to anchor between them and the shore.

The Goliath,¹ commanded by Captain Foley, had the distinguished honour to lead the fleet into battle. The water was smooth, and a pleasant fine breeze soon brought him within reach of the guns of the enemy. By a quarter past six p. m. the French commenced the engagement; in two minutes he returned their fire, and then doubled their line and anchored alongside of the second ship in the van.

Captain Hood,² in the Zealous, followed close and took his station on the bows of the Guerrier with great judgment; and in twelve minutes the Guerrier was totally dismasted. The

¹ Captain Foley has again fought under Lord Nelson, who hoisted his flag on board his ship, the Elephant, in the late daring attack and victory off Copenhagen. At the capture of the island of Corsica, Captain Foley commanded the St. George of 98 guns, the flag ship of Rear-Admiral Gell. In Lord St. Vincent's victory over the Spaniards, he also bore a distinguished part, as he commanded the Britannia of 100 guns, which ship bore the flag of Vice-Admiral Sir Charles Thompson.

² Captain Hood had been hailed by the Admiral to know if he thought there was sufficient depth of water for our ships between the enemy and the shore; Captain Hood said he did not know, but, with the Admiral's permission, he would lead in and try. The Goliath, however, being the fastest sailer, and having the start, first gained the post of honour.

The following anecdote is so highly characteristic, that I must beg leave to mention it. At the time of the evacuation of Toulon, Captain Hood commanded the Juno frigate on that station: previous to that event, he had sailed on a cruise. When he returned to port, unconscious of what had happened in his absence, he sailed into the harbour and anchored without being aware of his dilemma. The evening was hazy, with heavy rains; no colours were displayed on the batteries, or if they were, they were not visible, or were English. A boat came alongside; several Frenchmen of the new municipality came on board: they were asked for news, and perceiving the mistake that still reigned, they conversed with him as if they belonged to the British government. By good fortune the tricolour cockade in the hat of one of them caught his eye, and he saw the treacherous tendency of their visit. On this, with great presence of mind, having set before them some refreshments, he went on deck and communicated to the officers and crew the situation of the ship; gave orders to slip the cable, and make all possible exertion to sail out of the harbour. This he effected in defiance of a heavy cannonade from the fort and batteries as he passed, and soon after joined the fleet under the command of Lord Hood, with the welcome account of his adventure and fortunate escape.

Goliath, who had, as I before observed, anchored alongside of the *Conquerant*, shot away her opponent's masts in ten minutes after. The third ship that doubled the van of the French line was the *Orion*, commanded by Sir James Saumarez.^{*} A frigate, *La Sirrieuse*, fired upon him as he passed, and Sir James ordered a few guns to be pointed at her; a broadside, however, was discharged, and the frigate instantly funk. He then proceeded and took his station on the larboard bow of the *Franklin* and quarter of the *Peuple Souverain*, receiving and returning the fire of both. The *Audacious*, commanded by Captain Gould,[†] next followed, and dropped anchor on the bows of the *Conquerant*, where he commenced a spirited and galling fire. Captain Millar, in the *Theseus*, was the last that anchored between the French line and the shore. Passing between the *Guerrier* and *Zealous*, he could not resist the opportunity which offered, as he brushed the Frenchman's sides, of pouring in an effective broadside: he then took his station on the larboard side of the *Spartiate*. The *Vanguard*, distinguished by the flag of Admiral Nelson, now entered the battle. Aware of the impossibility of the rear of the enemy (being to leeward) coming

^{*} This officer has had the good fortune, repeatedly, to distinguish himself. Early in this war, he commanded the *Circe* of 36 guns. Being on a cruise off Cherbourg, he fell in with the *Crescent*, French frigate. After a close action of more than two hours, during which the enemy lost 120 men, killed and wounded, he captured her without the loss of one man in his own ship. For this gallant action he received the honour of knighthood. He commanded the *Orion* in Lord Bridport's action off Port l'Orient, 3d June 1795. And in Lord St. Vincent's unrivalled victory over the Spaniards, he also, in the same ship, had a share in the glory of that day. On June 6th, 1801, he was made a Baronet.

[†] At the capture of the island of Corfica he commanded the *Cyclops* frigate, of 28 guns.

to the assistance of their van, he determined to redouble his efforts to conquer one part before he attacked the rest. In pursuance of that resolution, he himself set the example to the rest of his fleet, and anchored withoutside of the enemy's line, who were, in consequence, completely between two fires. The Vanguard anchored within half-pistol-shot on the larboard side of the Spartiate, and began such a severe and well directed fire, that, totally dismasted, and having lost a great number of her crew, the Frenchman was obliged to call for quarter, which was immediately granted. Captain Louis,* in the Minotaur, anchored next ahead of the Admiral, and engaged the Aquilon, which was also obliged to strike to his superior fire. The Bellerophon, commanded by Captain Darby, now entered the conflict, and running down the line, dropped anchor alongside of l'Orient of 120 guns, bearing the flag of the French commander in chief, Admiral Brueyes. The Defence, Captain Peyton, followed close, and took his station, with great judgment, ahead of the Minotaur, by which the line remained unbroken; he engaged the Franklin of 80 guns on the starboard bow. This ship bore the flag of Contre-Admiral Blanquet Du Chelard, second in command. The Majestic, commanded by Captain Westcott, next came into action, and closely engaged the Heureux on the starboard bow, receiving also the fire of the Tonnant, an 80 gun ship, next astern of l'Orient. The supe-

* He commanded this ship also at the recapture of the island of St. Lucia in the West Indies, in 1796.

rior weight of metal pouring in from these two ships, soon made dreadful havoc in the *Majestic*. Captain Westcott* fell by a musket shot at the time he was exerting himself with great gallantry to counteract the advantages possessed by the enemy in size and number, by the energy and vivacity of his fire. Mr. Cuthbert, the first lieutenant, continued to support the unequal conflict with determined courage and resolution. The *Alexander* and *Swiftsure* now came in for their share of glory. Having been (as I before observed) prevented assisting at the commencement of the battle, by bearing down to reconnoitre Alexandria, and afterwards being obliged to alter their course to avoid the shoal that had proved so fatal to the *Cullogen*, it was eight o'clock before they came into action, and total darkness had enveloped the combatants for some time, which was dispelled only by the frequent flashes from their guns; the volumes of smoke now rolling down the line from the fierce fire of those engaged to windward, rendered it extremely difficult for the rest of the British ships who came in last to take their station: it was scarcely possible to distinguish friend from foe. To remedy this evil, Admiral Nelson directed his fleet to hoist four lights horizontally at the mizen-peak as soon as it was dark. The *Swiftsure* was bearing down under a press of sail, and had already got within range of the enemy's guns, when Captain Hallowell perceived a ship stand-

* In Lord Howe's action with the French fleet on the 1st June 1794, Captain Westcott commanded the *Impregnable* of 98 guns, the flag ship of Rear-Admiral Caldwell.

ing out of action under her foresail and foretopfail, having no lights displayed. Supposing that she was an enemy, he felt inclined to fire into her; but as that would have broken the plan⁷ he had laid down for his conduct, he desisted: and happy it was that he did so; for we afterwards found the ship in question was the *Bellerophon*,⁸ which had sustained such serious damage from the overwhelming fire of the French Admiral's enormous ship *l'Orient*, that Captain Darby found it was necessary for him to fall out of action, himself being wounded, two lieutenants killed, and near two hundred men killed and wounded. His remaining mast falling soon after, and in its fall killing several officers and men, (among the former was another of his lieutenants,) he was never able to regain his station. At three minutes past eight o'clock the *Swiftsure* anchored, taking the place that had before been occupied by the *Bellerophon*; and two minutes after began a steady and well directed fire on

⁷ Captain Hallowell being aware of the difficulty of breaking men off from their guns when once they have begun to use them, determined not to suffer a shot to be fired on board the *Swiftsure* till the sails were all clued up and the ship anchored in her station. As the British fleet bore down towards the scene of action, they were first saluted by a shower of shot and shells from two batteries on the island, and were then obliged to receive the whole fire from the broadsides of the French line full into their bows. The men being employed aloft in furling sails, and below hauling the braces, ranging the cables, and preparing every thing for placing the ships in the best situation at anchor, it is a providential circumstance that greater slaughter was not the consequence; especially, as it is but justice to observe, that the French received us with cool deliberate courage, and did not open their fire till we were within half-gun-shot distance of them, when both sides hoisted their colours. A shot striking the larboard bow of the *Swiftsure* several feet below the water mark, was a considerable annoyance; the chain-pumps were obliged to be kept constantly at work, nor could the leak be kept completely under; she had four feet water in the hold from the commencement to the end of the action.

⁸ The lights which had been hoisted, must have gone overboard when the mizen-mast fell.

the quarter of the Franklin and bows of l'Orient. At the same instant the Alexander passed under the stern of the French Admiral and anchored within side on his larboard quarter, raking him, and keeping up a severe fire of musketry on his decks. The last ship which entered the bloody conflict was the Leander. Captain Thompson bore up to the Culloden on seeing her strike, that he might afford any assistance in his power to get her off from her unfortunate situation, but finding that nothing could be done, and unwilling that his services should be lost where they could be most effective, he made sail for the scene of action, and took his station with great judgment athwart hawse* of the Franklin; by which manœuvre he was enabled to do considerable damage to the enemy without exposing his own ship to the greatest danger. In the van, four of the French ships had already struck their colours to the British flag. The battle now raged chiefly in the centre. The Franklin, l'Orient, Tonnant, and Heureux, were in hot action, making every exertion to recover the glory that had been lost by their comrades. At three minutes past nine o'clock a fire was observed to have broken out in the cabin of l'Orient; to that point Captain Hallowell ordered as many guns as could be spared from firing on the Franklin to be directed; and, at the same time, that Captain Allen of marines, should throw in the whole fire of his musketry into the enemy's quarter, while the Alexander on the

* A sea term, meaning across the headmost part of a ship as she lies at anchor.

other side was keeping up an incessant shower of shot to the same point. The conflagration now began to rage with dreadful fury: still the French Admiral sustained the honour of his flag with heroic firmness; but at length a period was put to his exertions by a cannon ball, which cut him asunder: he had before received three desperate wounds, one on the head, two in his body, but could not be prevailed on to quit his station on the arm-chest. His Captain, *Casa Bianca*, fell by his side. Several of the officers and men seeing the impracticability of extinguishing the fire, which had now extended itself along the upper decks, and was flaming up the masts, jumped overboard; some supporting themselves on spars and pieces of wreck, others swimming with all their might to escape the dreaded catastrophe. Shot flying in all directions, dashed many of them to pieces; others were picked up by the boats of the fleet, or dragged into the lower ports, of the nearest ships: the British sailors humanely stretched forth their hands to save a fallen enemy, though the battle at that moment raged with uncontrolled fury. The *Swiftsure*, that was anchored within half-pistol-shot of the larboard bow of *l'Orient*, saved the lives of the commissary, first lieutenant, and ten men, who were drawn out of the water into the lower deck ports during the hottest part of the action. The situation of the *Alexander* and *Swiftsure* was perilous in the extreme. The expected explosion of such a ship as *l'Orient*, was to be dreaded as involving all around in certain destruction. Captain Hallowell, however,

determined not to move from his devoted station, though repeatedly urged to do so. He perceived the advantage he possessed of being to windward of the burning ship. Captain Ball was not so fortunate; he twice had the mortification to perceive that the fire of the enemy had communicated to his own ship. He was obliged therefore to change his birth and move a little further off.

Admiral Nelson, who had received a very severe wound on his head, and was obliged to be carried off the deck, was informed by Captain Berry of the situation of the enemy. Forgetting his own sufferings, he hastened on deck, impelled by the purest humanity, and gave directions that every exertion should be made to save as many lives as possible. All the boats of the Vanguard, and of the nearest ships that could swim, were sent on this service, and above seventy Frenchmen were saved by the exertion of those so lately employed in their destruction. The van of our fleet having finished for the present their part in the glorious struggle, had now a fine view of the two lines illumined by the flames of the ill-fated foe; the colours of the contending powers being plainly distinguished. The moon, which had risen, opposing her cold light to the warm glow of the fire beneath, added to the grand and solemn picture. The flames had by this time made such progress that an explosion was instantly expected, yet the enemy on the lower deck, either insensible of the danger that surrounded them, or im-

pelled by the last paroxysms of despair and vengeance, continued to fire upon us.

At thirty-seven minutes past nine the fatal explosion happened. The fire communicated to the magazine, and l'Orient blew up with a crashing sound that deafened all around her. The tremulous motion, felt to the very bottom of each ship, was like that of an earthquake; the fragments were driven such a vast height into the air that some moments elapsed before they could descend, and then the greatest apprehension was formed from the volumes of burning matter which threatened to fall on the decks and rigging of the surrounding ships.

Fortunately, however, no material damage occurred. A port-fire fell into the main-royal of the Alexander, and she once more was in danger of sharing the same fate as the enemy, but by the skill and exertions of Captain Ball it was soon extinguished. Two large pieces of the wreck dropped into the main and foretops of the Swiftsure, but happily the men were withdrawn from those places.

An awful silence reigned for several minutes, as if the contending squadrons, struck with horror at the dreadful event, which in an instant had hurled so many brave men into the air, had forgotten their hostile rage in pity for the sufferers. But short was the pause of death: vengeance soon roused the drooping spirits of the enemy. The Franklin, now bearing the French Commander's flag, opened her fire with re-

doubled fury on the Defence and Swiftsure, and gave the signal for renewed hostilities; the latter being disengaged from her late formidable adversary, had leisure to direct her whole fire into the quarter of the foe that had thus presumed to break the solemn silence; and in a very short time, by the well directed and steady fire of these two ships, and the Leander on her bows, the Franklin called for quarter, and struck to a superior force.

The Alexander and the Majestic, and occasionally the Swiftsure, were now the only British ships engaged; but the commander of the latter finding that he could not direct his guns clear of the Alexander, who had dropped between him and the Tonnant, and fearful lest he should fire into a friend, desisted, although he was severely annoyed by the shot of the Tonnant which was falling thick about him. Most of our ships were so cut up in their masts and rigging that they were unable to set any sail or move from their stations. About three o'clock on the morning of the 2d of August the firing ceased entirely, both squadrons being equally exhausted with fatigue. At four, however, just as the day began to dawn, the Alexander and Majestic recommenced the action with the Tonnant, Guillaume Tell, Genereux, and Timoleon. The Heureux and Mercure had fallen out of the line and anchored a considerable distance to leeward.

Captain Miller, perceiving the unequal contest, bore down to assist his friends, and began a furious cannonade on the

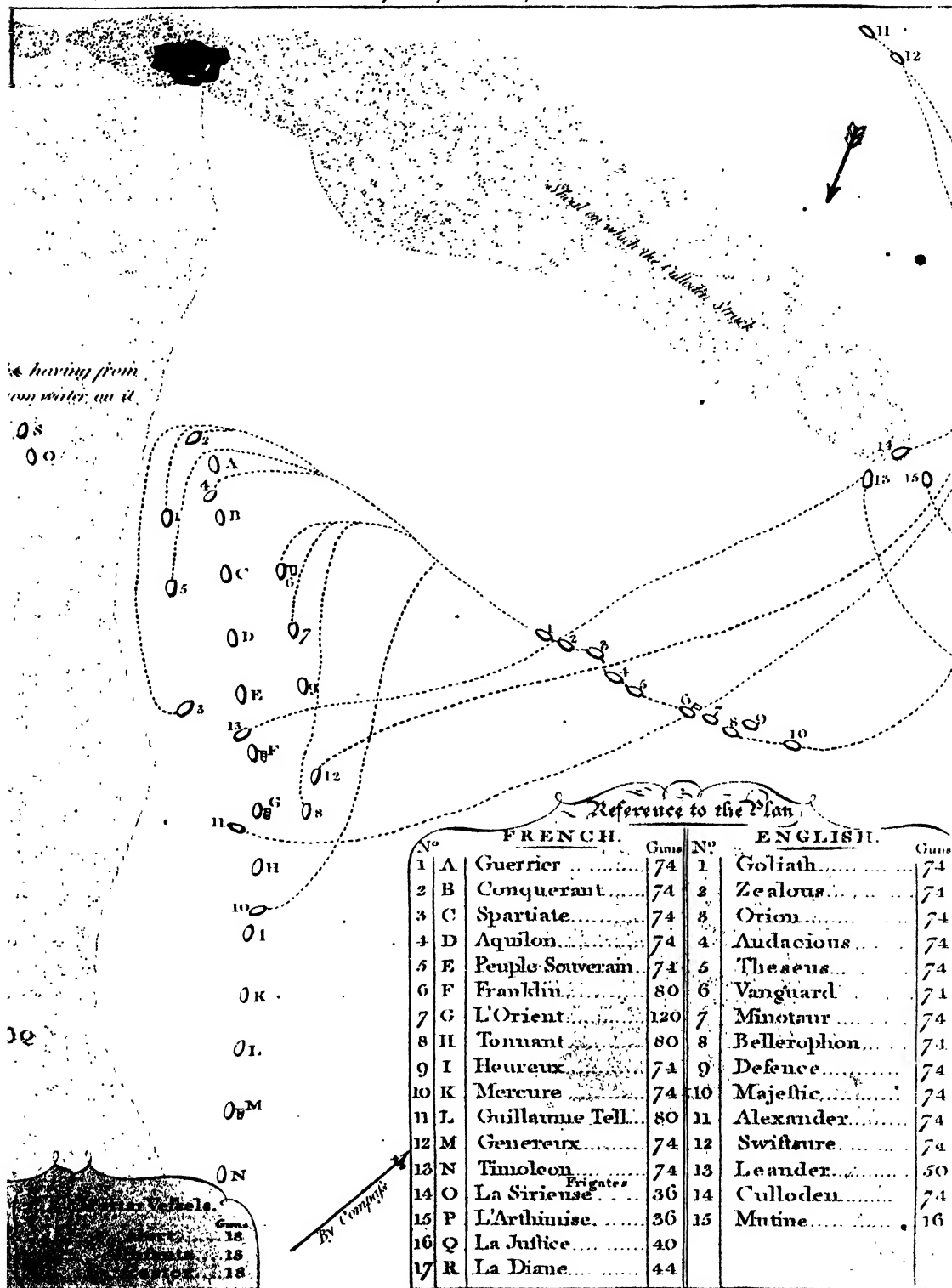
enemy. The *Theseus* had as yet fortunately received but little damage in her masts and rigging, and that had been repaired by the active exertions of her commander as soon as the first part of the action in the van had terminated in our favour.

L'*Artemise* frigate, stationed on the left of the centre of the French line, fired a broadside at the *Theseus*, and then struck her colours. Captain Miller dispatched an officer to take possession of her, but just as the boat had come within a short distance, she burst into a flame, and soon after blew up.

This unofficer-like conduct, replete with treachery, will reflect eternal disgrace on the name of *Estandlet*, who commanded her. After having surrendered his ship by striking his ensign and pendant, and conscious that he was then secure from immediate danger, he set fire to her, and with most of his crew escaped to the shore.*

* The fate of the *Artemise* frigate is rather peculiar, a former commander having displayed a still more atrocious and deliberate act of villany. Citizen Charbonniere, commanding the *Boudoufe*, being in company with another French frigate, fell in with and captured a British merchantman, which, of course, made no resistance. He took the captain and crew out of the vessel, and brought them on board his frigate, and there, in cold blood, put them all to death. The captain of the other French frigate humanely remonstrated against this needless act of blood; but Charbonniere urged a decree of the convention, which ordained that all British prisoners should be put to death; the other argued that at least he might take them to Toulon (near which port they were), as it would never be too late to put the decree in execution, which had probably been passed in a moment of frenzy, and would undoubtedly soon be repealed. These humane arguments had no effect on the sanguinary monster, for he caused them all to be taken on the forecastle and shot to the number of eleven, among whom was the captain's son, a lad of twelve years old, who in vain interceded for his father's life, as the unhappy father did for mercy towards his child. This anecdote was related to me by an officer of the strictest honour and veracity, who assured me he was in the Bay of Tunis at the time Charbonniere was there also, and having heard this story of him, and wishing to ascertain the truth or falsehood of it, he waited on the French Consul for that purpose, who

PLAN of the BATTLE of the NILE on the 1st of AUG^r 1798,
by the late R.W. Miller, Esq^r Captain of H.M.S. Theseus.



CHAPTER V.

..... Porte
 Al mar tributo di cœlesti umori
 Per sette il Nilo sue famose porte,
 E per cente altre ancor foci minori.
 E naviga oltra la città, dal forte
 Greco fondata a i Greci abitatori:
 Et oltra Faro, esola già che lunge
 Giacque dal lidò, al lido or si congiunge. TASSO, can. 15, v. 16.

HAPPILY impressed with early sentiments of religion, Sir Horatio Nelson did not, in the moment of victory, forget to whom that victory was first to be attributed. The finger of Providence had been visible from the entrance of the British fleet into the Mediterranean to the conclusion of the important action in the Bay of Aboukir. For though we ought not perhaps on every trivial occurrence of life to look for a particular mark of Divine superintendency, yet both scripture and history give us authority to attribute those great events of life, by which kingdoms and nations to future generations are affected, to the particular and immediate ordinance of the Almighty, acting upon apparently natural causes, but so combined as to produce effects most beneficial to the general welfare of mankind.

The French nation, collectively and individually, had thrown off all religion, and had openly declared to the world, that man

as the government was assured that he had established himself in Egypt. Admiral Brueys, it appears from various documents, was anxious to return to France with his fleet, that he might be ready to revisit the shores of Egypt with the promised reinforcement. But Buonapartè did not choose to be left without a means of retreat, and therefore he insisted upon his remaining on the coast till farther orders.

The Admiral's ship, *l'Orient*, being too large to cross the bar of the old harbour of Alexandria, it was found necessary to anchor his fleet in the Bay of Aboukir; where, protected by every precaution of art, and aided by the nature of the place, flanked by batteries, sand-banks, rocks, and shoals, he appeared to bid defiance to every hostile attack.

The victory obtained over this fleet at once destroyed all the pleasing dreams of future conquests in the East, which Buonapartè had hitherto indulged. Cut off from a possibility of receiving the promised reinforcements from France, by the annihilation of its fleet, he foresaw that the utmost he could now hope for, was to secure a safe situation for his army in the country where he was. The great change of opinion among his newly acquired subjects, occasioned by the event of this battle, which convinced them that their invaders were not invincible, made his situation sufficiently uneasy, without any other circumstances to render it more so; but of them too he had a sufficient share.

Had the storm which damaged Rear-Admiral Nelson's ship, when first he came into the Mediterranean, continued longer than it did, he would in all probability have been disabled from further exertions at that time; by this gale the Toulon fleet was detained longer in port, which gave an opportunity to Commodore Troubridge to form a junction with the Admiral. At length the French fleet sailed from Toulon, and proceeded by Sardinia to Malta; but we made our course for Naples, and missed them. Had our squadron fallen in with the enemy previous to the capture of Malta, and had a battle been fought, though it had terminated in our favour, as, in all humility, we may suppose, the utmost that we could have done would have been to have captured several of their men of war, and dispersed the rest; but as we well know, in such an event, our own ships must have suffered much, the rest of the convoy with troops might have escaped, and proceeding to its destination, would have effected its purpose; in which case the natives of Egypt would have been ignorant of the naval defeat of their invaders, and would have had no hopes of future succour from us; and from the crippled state of our ships, without a port to go to for repairs, the French would have been enabled to pour in fresh supplies of men and ammunition, and the fertile banks of the Nile would, without opposition, have been completely subjugated by the power of the invader. The same may be said had the two fleets met, as was expected, on the 22d of June, when they crossed each other in the night. But now their

fleet, which was to have secured to them a safe retreat in case of failure, or if success had crowned their efforts, was to have convoyed fresh supplies from the mother country, was annihilated, all hopes of retreat were cut off, all prospect of reinforcements was destroyed.

The Admiral saw the grand effects that must result from the victory he had obtained, and with his mind filled with gratitude to that God whose arm had been stretched out to save his fleet from the numerous dangers that surrounded it, issued the following order, that does equal honour to his head and heart.

Vanguard, off the mouth of the Nile, 2d Aug. 1798.

“ Almighty God having blessed his Majesty’s arms with victory, the Admiral intends returning public thanksgiving for the same at two o’clock this day; and he recommends every ship doing the same as soon as convenient.”

Accordingly, he set the example on board his own ship immediately, having the proper prayers and thanksgivings offered up on the quarter-deck by the chaplain, himself, officers, and crew, attending. The other ships that were least disabled did the same; some of the fleet were so busily employed in knotting and splicing their rigging, or fisting their tottering masts, that they were obliged to postpone it till with greater ease and security this necessary duty could be performed. The French prisoners on board the British ships were astonished at the so-

lemnity with which the officers and men offered up their orisons to the Almighty at such a moment. When flushed with a conquest so important, the mind of man is too often prone to forget the hand that preserved him through past dangers. Some of the French officers observed, "that it was not surprising we could preserve order and discipline, when we could impress the minds of our men with such sentiments after a victory so great, and at a moment of such seeming confusion."

The Admiral next issued the following memorandum to each of the ships of his fleet.

Vanguard, off the Mouth of the Nile, 2d Aug. 1798.

"The Admiral most heartily congratulates the captains, officers, seamen, and marines, of the squadron he has the honour to command, on the event of the late action; and he desires they will accept his most sincere and cordial thanks for their gallant behaviour in this glorious battle. It must strike forcibly every British seaman, how superior their conduct is, when in discipline and good order, to the riotous behaviour of lawless Frenchmen.

"The squadron may be assured, the Admiral will not fail, with his dispatches, to represent their truly meritorious conduct in the strongest terms to the Commander in Chief."

This flattering testimony of approbation from the Admiral, was truly acceptable to the several individuals that composed his fleet; and the important advantages so lately obtained by

an inferior over a superior force, could not fail to make a strong impression on the minds of all, that the benefits arising from a strict obedience, and steady discipline, can alone ensure success on the sea.

It is to be hoped that the glorious event of this day may have its due influence on future generations of our brave seamen; who must be convinced that the honour of the British navy can alone be supported and maintained by a steady adherence to the first of military and naval duties, *Obedience*.

The fleet, which under the command of Sir Horatio Nelson had achieved this important victory, had been trained in the school of a Noble Admiral,^b whose exertions to support the discipline of that part of the navy under his command, have been eminently successful, particularly during that eventful period when the machinations of our domestic enemies, in almost every other part of our marine, had but too well succeeded; I say domestic enemies, for I do not believe that our republican neighbours^c had any hand in the business, but that it originated and extended itself solely from the baleful exertions of a set of vultures who seem to exist only to torture and destroy the country that protects and supports them. It is now well known that hardly a ship of our fleets, either abroad or at home, was

^b Several deep laid schemes, of the most sanguinary tendency, were detected and defeated, and the ring-leaders brought to immediate punishment, in the fleet blockading Cadiz, under command of the Earl of St. Vincent.

^c It is certain that a similar mutiny existed at the same time in the marine of our enemies, which prevented them from taking advantage of the confusion and disorganized state of our fleets.

without an emissary from the corresponding societies. Many of them, who have since suffered for their crimes, have confessed that they were employed for the horrid purpose of disorganizing our fleets, and opening, through the defection of our navy, a way for the entrance of every species of anarchy and destruction. Certain it is, that in every mutiny that has been successful, we have reason to believe that a very small part of the crew have influenced and directed the operations of the whole. A thoroughbred British seaman is by no means inclined to resist the orders of his superiors, or to wish the destruction of that profession to which he owes his livelihood and support. It has been almost universally found, that every mutiny has originated among the waiters or landsmen on board; who, from having more opportunities and leisure, get together and plot mischief, while the seaman is either busily engaged in repairing the damages time or hard weather has made in his wardrobe, or during his watch, in knotting, splicing, and many other avocations to which he well knows how to turn his hand.

May the event of the day I have had the honour to commemorate, be deeply engraved on the mind of every seaman—May future ages emulate the glorious example by following the steps that led to it—May British sailors be convinced that their hardy courage, without the aid of discipline and subordination, will never give them the palm of victory—May they ever be assured that by a cheerful obedience to the commands of their officers, in whose courage and skill they

may always confidently rely, they are attending to their own truest interests: and then, with the blessings of that Providence who has hitherto supported them against the united powers of the universe, they may look forward to a continuance of the same eminent situation they now hold; and on their proper element, may bid defiance to the world in arms.

On the 5th the *Leander* sailed from the Bay; in her went Captain Berry of the *Vanguard*, bearing the dispatches of Sir Horatio Nelson to the Commander in Chief the Earl of St. Vincent, off Cadiz, giving an account of the glorious victory he had accomplished: unhappily this ill-fated ship was not destined to convey the wished-for intelligence; for on her passage she fell in with the *Genereux* of 74 guns, which had escaped from the action, and had received very little damage in it. The Frenchman was more than completely manned, her usual complement being 700, she had now 900 men on board; whereas the *Leander* was short of her complement, which at the most never exceeded 343. After gallantly defending the honour of the British flag till resistance was no longer allowable, the ship being perfectly unmanageable by the loss of her masts, and to save a further useless effusion of blood, Captain Thompson was obliged to surrender to a superior force; the dispatches were previously destroyed by Captain Berry^d. The enemy, on taking

^d The particulars of this action are so well detailed in a letter from Captain Thompson to Evan Nepean, Esq. that I shall here give it at length, as it must be highly interesting to those who have not seen it, and those who have, will not think it time mispent to re-peruse it.

possession of the *Leander*, did not follow the example that had so recently been set them; for no sooner had the French crew

Copy of a letter from Captain Thompson, of his Majesty's late ship the Leander, to Evan Nepean, Esq.

SIR,

On board the *Lazarette*, at Trieste, October 14, 1798.

It is with extreme pain I have to relate to you the capture of his Majesty's ship *Leander*, late under my command, by a French 74 gun ship, after a close action of six hours and a half. On the 18th of August last, being within five or six miles of the west end of Goza, near the island of Candia, we discovered at day-break a large sail on the south-east quarter, standing directly for the *Leander*; we were then becalmed, but the stranger bringing up a fine breeze from the southward, we soon made him to be a large ship of the line. As the *Leander* was in officers and men upwards of eighty short of complement, and had on board a number which were wounded on the first, I did not consider myself justified in seeking an action with a ship that appeared of such considerable superiority in point of size; I therefore took every means in my power to avoid it: I however soon found that our inferiority of sailing made it inevitable, and I therefore, with all sail set, steered the *Leander* a course which I judged would receive our adversary to the best advantage, should he bring us to battle. At eight o'clock the strange ship (still continuing to have the good fortune of the wind) had approached us within a long random shot, and had Neapolitan colours hoisted, which he now changed to Turkish; but this deception was of no avail, as I plainly made him to be French.—At nine he had ranged up within half a gun shot of our weather quarter; I therefore hauled the *Leander* up sufficiently to bring the broadside to bear, and immediately commenced a vigorous cannonade on him, which he instantly returned. The ships continued nearing each other until half past ten, keeping up a constant and heavy firing. At this time I perceived the enemy intending to run us on board, and the *Leander* being very much cut up in rigging, sails, and yards, I was unable, with the light air that blew, to prevent it. He ran us on board on the larboard bow, and continued alongside us for some time: a most spirited and well directed fire, however, from our small party of marines (commanded by the serjeant) on the poop, and from the quarter deck, prevented the enemy from taking advantage of his good fortune, and he was repulsed in all his efforts to make an impression on us. The firing from the great guns was all this time kept up with the same vigour, and a light breeze giving the ships way, I was enabled to steer clear of the enemy, and soon afterwards had the satisfaction to luff under his stern, and passing him within ten yards, distinctly discharged every gun from the *Leander* into him. As from henceforward nothing but a continued series of heavy firing within pistol shot, without any wind, and the sea as smooth as glass, I feel it unnecessary to give you the detail of the effects of every shot, which must be obvious from our situation; I shall therefore content myself with assuring you, that a most vigorous cannonade was kept up from the *Leander*, without the smallest intermission, until half past three in the afternoon. At this time, the enemy having passed our bows with a light breeze, and brought himself on our starboard side, we found that our guns on that side were nearly all disabled by the wreck of our own spars that had fallen on this side. This produced a cessation of our fire, and the enemy took this time to ask us if we had surrendered. The *Leander* was now totally ungovernable, not having a thing standing but the shattered remains of the fore and main masts, and the

got on board the *Leander*, than all hands were employed in the most rapacious plunder; Captain Thompson had received a severe wound in the action, yet was he by no means safe from the rough treatment of the ferocious plunderers.

The *Genereux*, with her prize, proceeded to Corfu; from whence Captains Thompson and Berry were sent to Trieste, and after performing quarantine there, were permitted to return to England on their parole of honour, where the sentence of a

bowsprit, her hull cut to pieces, and the decks full of killed and wounded; and perceiving the enemy, who had only lost his mizen-top-mast, approaching to place himself athwart our stern; in this defenceless situation, I asked Captain Berry if he thought we could do more? He coinciding with me that further resistance was vain and impracticable, and, indeed, all hope of success having for some time vanished, I therefore now directed an answer to be given in the affirmative, and the enemy soon after took possession of his Majesty's ship.

I cannot conclude this account without assuring you how much advantage his Majesty's service derived during this action from the gallantry and activity of Captain Berry, of the *Vanguard*; I should also be wanting in justice, if I did not bear testimony to the steady bravery of the officers and seamen of the *Leander* in this hard contest, which, though unsuccessful in its termination, will still, I trust, entitle them to the approbation of their country. The enemy proved to be the *Genereux*, of 74 guns, commanded by M. Lejoille, Chef de Division, who had escaped from the action of the 1st of August, and, being the rearmost of the French line, had received little or no share of it, having on board 900 men, about 100 of whom we found had been killed in the present contest, and 188 wounded. I enclose a list of the loss in killed and wounded in the *Leander*, and have the honour to be, &c.

THOMAS THOMPSON.

*A return of officers and men killed and wounded on board his Majesty's ship Leander,
on the 18th August, 1798.*

Officers killed: Mr. Peter Downs, midshipman; Mr. Gibson, midshipman of the *Caroline*; Mr. Edward Haddon, midshipman; 24 seamen killed.—Marines killed: Serjeant Dair, and 7 privates.—Total: 3 officers, 24 seamen, 1 serjeant, 7 marines, killed.—Officers wounded: Captain Thompson, badly; Lieutenant Taylor; Lieutenant Swiney; Mr. Lee, master; Mr Mathias, boatswain, badly; Mr. Lacky, master's mate; Mr. Nailor, midshipman.—41 seamen; 9 marines.—Total, 7 officers, 41 seamen, 9 marines, wounded.

THOMAS THOMPSON.

court-martial did ample honour to the gallant conduct of these two officers^c.

• At a court-martial assembled and held on board his Majesty's ship *America*, on Monday, December 17th, 1798, at Sheerness:

The Court, in pursuance of an order from the Commissioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c. dated the 13th of the present month, December, proceeded to inquire into the conduct of Captain Thomas Thompson, commander of his Majesty's ship the *Leander*, and such of the officers and ship's company as were on board of her at the time she surrendered, and was taken possession of by the *Genereux*, a French ship of 74 guns, and to try them respectively for the same accordingly. And the Court having heard the evidence brought forward in support of Captain Thompson's narrative of the capture of the said ship, and having very maturely and deliberately considered the whole, is of opinion—That the gallant, and almost unprecedented defence of Captain Thompson, of his Majesty's late ship the *Leander*, against so superior a force as that of the *Genereux*, is deserving of every praise his Country and this Court can give; and that his conduct, with that of the officers and men under his command, reflects not only the highest honour on himself and them, but to their Country at large: and the Court do therefore most honourably acquit Captain Thompson, his officers, and ship's company; and he and they are hereby most honourably acquitted accordingly.

Signed by the Court.

The President, after the sentence was read, addressed Captain Thompson nearly as follows: "Captain Thompson, I feel the most lively pleasure in returning you the sword with which you have so bravely maintained the honour of your King and Country; the more so, as I am convinced, that when you are again called upon to draw it in their defence, you will add fresh laurels to the wreath you have already so nobly won." The thanks of the Court were also given to Sir Edward Berry, who was present on this occasion, for the gallant and active zeal he manifested, by giving his assistance on board the *Leander*, in the combat with the *Genereux*: and upon the return of Captain Thompson to the shore from the court-martial, he was saluted with three cheers by all the ships in harbour at Sheerness.

It is with concern we contemplate the contrast of French manners with our own. Instead of that humane attention to the wants and distresses of the prisoners which has always been shewn by us to those that fall into our hands, we find by a variety of instances that they seldom or ever treat their prisoners with common humanity. By a letter from Captain Berry, published soon after his return to England, we learn that the French, on taking possession of the *Leander*, not only plundered the officers and crew of every thing they possessed, but afterwards by their cruelty and neglect exposed the sick and wounded to almost certain death.—Mr. Stanley, the British Consul at Trieste, in a letter to the Lords Commissioners of the Admiralty, states, that forty of the crew of the *Leander* arrived at that port in a dreadful state, having been forced by the Commander at Corfu into small vessels, in which, wounded and diseased, exposed to the inclemency of the weather for seventeen days, and with a very scanty allowance of bad food, they scarcely survived the severity of their treatment.

But to return to the victorious fleet in the Bay of Aboukir.

The utmost exertions were now to be made, to render the captured ships fit for a voyage, that they might be transported to the harbours of Britain as memorials of the prowess of her sons. Our own ships too, required repair; most of them were severely crippled in their masts and rigging, many of them damaged in their hulls, and all so completely shaken, that much was to be done before they could with safety venture on so long a voyage. Sir Horatio Nelson sent Captain Troubridge and Captain Hallowell with a flag of truce to Aboukir to offer an exchange of prisoners; and it was agreed on the part of the French commander, that receipts should be given for all the French prisoners sent on shore, who should also engage not to serve, or bear arms against us, until regularly exchanged. They were also to find boats to transport them from the ships to the shore, as most of the boats of the two fleets were destroyed or damaged in the action. Accordingly the treaty on our part was put in execution without delay; the wounded, who had been treated with the utmost humanity and kindness, were first landed, and the rest followed; but no sooner had they reached the shore, than, by orders from the Commander in Chief, they were formed into a battalion, and called the Nautic Legion. It is needless to comment on this breach of a solemn engagement: none but the abettors of French principles will attempt to justify it; that such there are on British ground is melancholy to reflect; but if they had witnessed, as I

have done, the various mischiefs arising from them, they surely would blush to think they could ever have defended such conduct!

On the 8th the island was taken possession of; as it was observed that some of the enemy had made towards it, Captain Hallowell brought off two brass thirteen-inch mortars made by General Gomier, and two brass twelve-pounders. The iron guns he threw into the sea, and destroyed the platforms. This island is situated to the northward of Aboukir about two miles. In the evening of the same day, Captain Troubridge, who had now succeeded in getting the Culloden off the rocks, and had in part repaired the damages she had sustained, captured a boat in which was a courier bearing dispatches and letters from Buonapartè at Cairo, which place he left ten days since. These intercepted letters form the first part of the curious collection which have since been published in England, and which, as they contain the undisguised sentiments of the writers, may be said to give the best insight into the history of this famous expedition, by which France got rid of more than forty thousand of her best foldiers. Most of these letters, which were of a private nature, have very properly been suppressed; they contained a melancholy proof of the depravity of morals which prevails throughout the new republic; the writers of them, though complaining of the perilous state in which they were, seemed to lament it only because they were deprived of the power of continuing in the same course of debauchery they had before

indulged in; several letters disclosed the most treacherous dispositions; being to the wives or sisters of friends with whom the writers held illicit correspondence; all, however, concurred in expressing an abhorrence of their present forlorn situation; in want of every comfort, and deprived of many necessaries; in a burning climate, exposed to the worst of diseases, and surrounded on all sides by ferocious enemies, whose numbers they daily increased by their insolent and rapacious conduct; so that they could not stir a few yards from their camp without being murdered by the wandering Bedouins, who constantly hovered round their rear ready to cut off every straggler. On the 10th a square-rigged vessel was discovered in the offing; the Swiftsure was ordered, by signal, to chase, and immediately got under weigh: in the evening we came up with, and took her; she proved to be the French national corvette *La Fortune*, of 16 guns and 70 men, commanded by Citoyen Marchand, Lieutenant de Vaisseau. On board of her were several officers, and amongst the rest a surgeon on the staff, who, it seems, had suffered his sense of the dangers and difficulties he was exposed to by the expedition, to get the better of his prudence, and had expressed his disapprobation of it with so much acrimony, that the Commander in Chief had, by way of punishment, put him into the corvette bound on a cruise off Damietta. When captured by us he was ignorant of the event of the battle in Aboukir Bay; as soon as he was informed of it, and that his brother was killed on board *l'Orient*, his grief knew no bounds, he threw his snuff-box

overboard, and expressed the most lively sorrow; when suddenly recovering himself with the observation, “ c’est la fortune de la guerre,” he turned to the spectators and said he would amuse them, and instantly pulled from his pocket a ludicrous figure of a monk, with which he so entertained himself and the company, that in a few moments all care for his brother, his country, or himself, now a prisoner, was forgotten. How perfectly characteristic of the inhabitants of the soi-disant *great nation!* a few moments serve for grief of the most poignant nature, and their buoyant minds turn with double relish to frolic and folly. In the evening of the same day we descried three sail which we supposed to have been our frigates, so long wished-for and expected, but they did not venture near enough to let us into the secret. On Saturday we anchored with our prize in the fleet; some of the prisoners were sent on board the *Guerrier* to take their passage for Europe, and the next day the surgeon, of whom I have given some account, was sent on board the *Majestic*, to his great joy, as he was in fear of being returned to the army on shore; but was now to attend some of the wounded Frenchmen who were to go home in the *Majestic*. On the 12th the *Swiftsure* again got under weigh, and sailed towards Alexandria to watch the motions of the enemy in that port; in the evening she returned to the fleet, but instantly sailed again after three sail in the offing, which first made towards the Bay and then retreated with expedition: the whole ship’s company therefore were obliged to remain at quarters,

although we suspected them to be our frigates, as it is always proper to be prepared for the worst. At seven o'clock the next morning we again descried the strange sails, and made the private and several other signals to them. At length one of them bore down to us: she proved to be the *Bonne Citoyen*; and the others, who then joined, we found to be the *Emerald* and *Alcmene*. We all returned to the Bay to the great satisfaction of the Admiral, who had been greatly distressed for want of frigates. On the 13th the Admiral dispatched the *Mutine* brig with the Honourable Captain Capel to Naples, bearing duplicates of the dispatches sent by the *Leander* to the Earl of St. Vincent. Captain Capel came by land from thence to England, and on the 2d of October 1798 arrived at the Admiralty with the wished-for intelligence of the defeat of the French fleet on the coast of Egypt.

This work would by no means answer the expectations of the public, should I omit to insert the very excellent letter of the noble Admiral to the Earl of St. Vincent; I have therefore given it with the other letters brought to the Admiralty by Captain Capel.

Admiralty-Office, October 2d, 1798.

The Honourable Captain Capel, of his Majesty's sloop *Mutine*, arrived this morning with dispatches from Rear-Admiral Sir Horatio Nelson, K. B. to Evan Nepean, Esq. secretary of the Admiralty, of which the following are copies:

SIR, *Vanguard, Mouth of the Nile, August 7th, 1798.*

Herewith I have the honour to transmit you a copy of my letter to the Earl of St. Vincent, together with a line of battle of the English and French squadrons; also a list of killed and wounded. I have the pleasure to inform you, that eight of our ships have already top-gallant-yards across, and ready for any service; the others, with the prizes, will soon be ready for sea. In an event of this importance, I have thought it right to send Captain Capel with a copy of my letter (to the commander in chief) over-land, which, I hope, their lordships will approve; and beg leave to refer them to Captain Capel, who is a most excellent officer, and fully able to give every information; and I beg leave to recommend him to their Lordships' notice. I have the honour to be, &c.

HORATIO NELSON.

P.S. The island I have taken possession of, and brought off the two thirteen-inch mortars, all the brass guns, and destroyed the iron ones.

To Evan Nepean, Esq.

MY LORD, *Vanguard, Mouth of the Nile, Aug. 3d, 1798.*

Almighty God has blessed his Majesty's arms in the late battle, by a great victory over the fleet of the enemy, whom I attacked at sunset on the 1st of August off the mouth of the

Nile. The enemy were moored in a strong line of battle for defending the entrance of the Bay (of shoals), flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van; but nothing could withstand the squadron your Lordship did me the honour to place under my command. Their high state of discipline is well known to you, and with the judgment of the captains, together with their valour, and that of the officers and men of every description, it was absolutely irresistible. Could any thing from my pen add to the characters of the captains, I would write it with pleasure, but that is impossible.

I have to regret the loss of Captain Westcott, of the *Majestic*, who was killed early in the action; but the ship was continued to be so well fought by her first lieutenant, Mr. Cuthbert, that I have given him an order to command her till your Lordships' pleasure is known. The ships of the enemy, all but their two rear ships, are nearly dismasted; and those two, with two frigates, I am sorry to say, made their escape; nor was it, I assure you, in my power to prevent them. Captain Hood most handsomely endeavoured to do it, but I had no ship in a condition to support the *Zealous*, and I was obliged to call her in.

The support and assistance I have received from Captain Berry, cannot be sufficiently expressed. I was wounded in the head, and obliged to be carried off the deck, but the service suffered no loss by that event. Captain Berry was fully equal to the

important service then going on, and to him I must beg leave to refer you for every information relative to this victory. He will present you with the flag of the second in command, that of the commander in chief being burnt in l'Orient.

Herewith I transmit you lists of the killed and wounded, and the lines of battle of ourselves and the French.

I have the honour to be, &c.

HORATIO NELSON.

*To Admiral the Earl of St. Vincent,
Commander in Chief, &c. &c. off Cadiz.*

LINE OF BATTLE.

Ships Names.	Captains.	Guns.	Men.
Culloden	T. Troubridge	74 . . .	590
Theseus	R. W. Miller	74 . . .	590
Alexander	Alexander J. Ball	74 . . .	590
Vanguard	{ Rear-Adm. Sir H. Nelson, K. B. Edward Berry }	74 . . .	595
Minotaur	Thomas Louis	74 . . .	640
Leander	T. B. Thompson	50 . . .	343
Swiftsure	B. Hallowell	74 . . .	590
Audacious	Davidge Gould	74 . . .	590
Defence	John Peyton	74 . . .	590
Zealous	Samuel Hood	74 . . .	590
Orion	Sir James Saumarez	74 . . .	590
Goliath	Thomas Foley	74 . . .	590
Majestic	George B. Westcott	74 . . .	590
Bellerophon	Henry D. E. Darby	74 . . .	590
La Mutine, Brig . .	T. M. Hardy	14 . . .	110

HORATIO NELSON.

Vanguard, off the Mouth of the Nile, Aug. 3d, 1798.

FRENCH LINE OF BATTLE.

Ships Names.	Captains.	Guns.	Men.
Le Guerrier	_____	74 . . .	600 Taken.
Le Conquerant	_____	74 . . .	700 Taken.
Le Spartiate	_____	74 . . .	700 Taken.
L'Aquilon	_____	74 . . .	700 Taken.
Le Souverain Peuple . .	_____	74 . . .	700 Taken.
Le Franklin	{Blanquet, first Contre- Admiral}	80 . . .	800 Taken.
L'Orient	{Brueys, Admiral and Commander in Chief.}	120 . . .	1010 Burnt.
Le Tonnant	_____	80 . . .	800 Taken.
L'Heureux	_____	74 . . .	700 Taken.
Le Timoleon	_____	74 . . .	700 Burnt.
Le Mercure	_____	74 . . .	700 Taken.
Le Guillaume Tell . .	{Villeneuve, second Con- tre-Admiral}	80 . . .	800 Escaped.
Le Genereux	_____	74 . . .	700 Escaped.

HORATIO NELSON.

Vanguard, off the Mouth of the Nile, Aug. 3d, 1798.

FRIGATES.

Ships.	Guns.	Men.
Le Diane	48	300 Escaped.
Le Justice	44	300 Escaped.
L'Artemise	36	250 Burnt.
Le Sericuse	36	250 Dismasted and sunk.

HORATIO NELSON.

Vanguard off the Mouth of the Nile, Aug. 3d, 1798.

A return of the killed and wounded in his Majesty's ships under the command of Sir Horatio Nelson, K. B. Rear-Admiral of the Blue, in action with the French, at anchor, on the 1st of August 1798, off the Mouth of the Nile.

KILLED.				WOUNDED.			
Ships Names.	Officers.	Seamen.	Marines.	Officers.	Seamen.	Marines.	Total.
Thefeus . . .	0	5	0	2	24	5	35
Alexander . .	1	13	0	5	48	5	72
Vanguard . .	3	20	7	7	60	8	105
Minotaur . .	2	18	3	4	54	6	87
Swiftsure . .	0	7	0	1	19	2	29
Audacious . .	0	1	0	2	31	2	36
Defence . . .	0	3	1	0	9	2	15
Zealous	0	1	0	0	7	0	8
Orion	1	11	1	5	9	2	15
Goliath	2	12	7	4	28	9	62
Majestic . . .	3	33	14	3	124	16	193
Bellerophon	4	32	13	5	126	17	197
Leander	0	0	0	0	14	0	14
Total	16	156	46	37	562	78	895

OFFICERS KILLED.

Ships Names.	Officers Names.	Rank.
Vanguard	Taddy	Captain of Marines
—	Thomas Seymour	Midshipman
—	John G. Taylor	Ditto
Alexander	John Collins	Lieutenant

Orion	— Baird	Captain's Clerk
Goliath	William Davies	Master's Mate
_____	Andrew Brown	Midshipman
Majestic	George B. Westcott	Captain
_____	Zebedee Ford	Midshipman
_____	Andrew Gilmore	Boatfwain
Bellerophon . . .	Robert Savage Daniel	Lieutenant
_____	W. Launder	Ditto
_____	George Joliffe	Ditto
_____	Thomas Ellifon	Master's Mate
Minotaur	J. S. Kirchner	Master
_____	Peter Walters	Master's Mate.

OFFICERS WOUNDED.

Vanguard	N. Vaffal	Lieutenant
_____	T. Adie	Ditto
_____	J. Campbell	Admiral's Secretary
_____	M. Austin	Boatfwain
_____	J. Weatherstone	Midshipman
_____	George Antrim	Ditto
Thefeus	— Hawkins	Lieutenant
Alexander	Alexander J. Ball, Esq. . . .	Captain
_____	J. Creswell	Captain of Marines
_____	W. Lawfon	Master
_____	G. Bully	Midshipman
_____	Luke Anderson	Ditto
Audacious	John Jeans	Lieutenant
_____	Christopher Font	Gunner

Orion	Sir James Saumarez	Captain
_____	Peter Sadler	Boatswain
_____	Philip Richardson	Midshipman
_____	Charles Miell	Ditto
_____	— Lanfesty	Ditto
Goliath	William Wilkinfon	Lieutenant
_____	Law Graves	Midshipman
_____	P. Strachan	Schoolmaster
_____	James Payne	Midshipman
Majestic	Charles Seward	Midshipman
_____	Charles Royle	Ditto
_____	Robert Overton	Captain's Clerk
Bellerophon . . .	H. D. Darby, Esq.	Captain
_____	Edward Kirby	Master
_____	John Hopkins	Captain of Marines
_____	— Chapman	Boatswain
_____	Nicholas Betfon	Midshipman
Minotaur	Thomas Irwin	Lieutenant
_____	John Jewell	Lieutenant of Marines
_____	Thomas Foxten	Second Master
_____	Martin Wills	Midshipman
Swiftfure	William Smith	Midshipman

Vanguard, off the Mouth of the Nile,

Aug. 11, 1798.

SIR,

Herewith I send you a copy of my letter to the Earl of St. Vincent of this date.

I have the honour to be, &c.

HORATIO NELSON.

Evan Nepean, Esq.

Vanguard, off the Mouth of the Nile,

Aug. 11, 1798.

MY LORD,

The Swiftsure brought in this morning La Fortune, French corvette, of 18 guns and 70 men.

I have the honour to be, &c.

Earl St. Vincent.

HORATIO NELSON.

Sir Horatio Nelson was aware of the designs the enemy had formed to attack our East Indian possessions in case their Egyptian expedition was crowned with success; he therefore instantly dispatched intelligence of the invasion of Bonapartè, his probable object in it, and the event of the naval combat in the Bay of Aboukir. Lieutenant Duval, of the Zealous, was selected to convey this important intelligence to the East Indies, which he accomplished in time to put the government there sufficiently on its guard, and to counteract the machinations of the enemy, by a sudden and unexpected attack upon Tippoo Sulthan. Thus, at one blow, all the fine projects the French had formed for establishing themselves, and driving us out of India, were destroyed. I cannot better illustrate what has been said on this subject, than by quoting part of a letter from a celebrated Frenchman, Citizen E. Pouffielgue^r, Comptroller of

^r They who have read the first part of "the Intercepted Letters," will recollect an excellent account of the battle of the Nile by this officer. The circumstantial detail he has given of the action, and the accurate description of the situation and appearance of the two fleets on the morning of the 2d of August, is the more to be admired, when we consider that he was at the distance of eleven or twelve miles from the scene of action. The tower of Abou Mandour, from whence he viewed the conflict, is situated on an eminence half a league to the southward of Rosetta.

the Expences of the Army, and Administrator-General of the Finances in Egypt; this letter was, with many others, intercepted by the British Fleet in the Mediterranean, and afterwards published. He thus expresses himself: “ But the fatal engagement of Aboukir ruined all our hopes; it prevented us from receiving the remainder of the forces which were destined for us; it left the field free for the English to persuade the Porte to declare war against us; it rekindled that which was hardly extinguished with the Emperor of Germany; it opened the Mediterranean to the Russians, and planted them on our frontiers; it occasioned the loss of Italy, and the invaluable possessions in the Adriatic, which we owed to the successful campaigns of Bonapartè; and finally, *it at once rendered abortive all our projects, since it was no longer possible for us to dream of giving the English any uneasiness in India*; add to this, that the people of Egypt, whom we wished to consider as friends and allies, instantaneously became our enemies, and, entirely surrounded as we were by the Turks, we found ourselves engaged in a most difficult, defensive war, without a glimpse of the slightest future advantage to be derived from it.”

On the morning of the 14th the Orion, Majestic, Bellerophon, Defence, Minotaur, Audacious, and Theseus, with the prizes, consisting of the Tonnant, Spartiate, Peuple Souverain, Franklin, Aquilon, and Conquerant, sailed for Gibraltar, but brought-to at single anchor in the mouth of the Bay. The prizes being supplied with jury-masts only, and very weakly manned from our

fleet, were so unwieldy that they could with difficulty get out of the Bay, some of them drifting very much to leeward. In the afternoon a brig arrived from Tunis, with some of the officers and crew of l'Aigle frigate, Captain Tyler, lately lost off that port, as she was conveying dispatches and letters from England and Gibraltar, to Admiral Nelson and his fleet. Our mortification was excessive at being thus deprived of the pleasure of hearing from our friends and country after so long a voyage, during which no tidings of either could reach us. On the 15th the ships above mentioned, with their prizes, once more got under weigh, and proceeded on their voyage to Europe. Sir James Saumarez, in the Orion, commanded this division, and we find they all arrived safe at Gibraltar, to the joy and astonishment of the garrison, and the infinite satisfaction of the Earl of St. Vincent. On the 16th the Heureux was burnt, as it was found impracticable to refit and render her capable to undertake a voyage of any length, notwithstanding the exertions of Captain Ball, who had entertained a sanguine hope of repairing all the captured ships, sufficiently to enable them to reach the ports of Britain; and two days after, the Admiral was obliged to burn the Guerrier and Mercure; the former having, at the commencement of the action, received the fire of several of our ships, and having been so severely handled by the Zealous, that there remained no possibility of refitting her for a voyage; the latter being aground and so much damaged, that nothing could be done to save her.

The French, as their custom ever has been, have stated the superiority in point of numbers and weight of metal in this action to have been on our side; how falsely, will appear when the whole is fairly stated. The French fleet consisted of thirteen ships of the line, of which one was of 120 guns, and three of 80 guns each; the rest were seventy-fours, besides four large frigates, and many smaller vessels, such as bombs, and gun-boats. Our fleet consisted of fourteen sail of the line; one of them, the *Leander*, (which on this occasion was taken into the line) had only 50 guns, and the rest were seventy-fours, and the *Mutine* brig of 16 guns. It is needless to observe, that the accident which befel the *Culloden*, reduced our numbers to thirteen sail of the line, the same as the French, but by no means equal either in weight of metal, or number of guns and men, as the following statement will shew. The British fleet of fourteen sail of the line, and the *Mutine* brig, having in all 1026 guns and 8178 men, from which deduct for the *Culloden* 74 guns and 590 men, and *Mutine* of 16 guns and 110 men, and the amount of those actually engaged will be 936 guns and 7478 men. The French line of battle of thirteen ships engaged, consisted of 1026 guns and 9610 men; and the four frigates, which also were in action, carried 164 guns and 1100 men; total 1190 guns, 10,710 men; making a superiority in point of numbers on their side, of 254 guns and 3232 men: a great disproportion, when the other circumstances of the attack are also taken into the scale.

On the 17th the Swiftsure, on a cruize off Alexandria, descried a square-rigged ship in the offing; she was soon made out to be an English frigate, the Seahorse of 36 guns. On coming within hail, her commander, Captain Foote, inquired what news of the French fleet? Captain Hallowell, in a few words, told him the event of the late action. The astonishment and pleasure expressed by all on board the frigate gave us singular satisfaction: instantly the shrouds were manned, and a salute of three hearty cheers was given us, which we as warmly returned. Captain Foote, on coming on board the Swiftsure, informed us, that he was dispatched by the Earl of St. Vincent to reinforce Lord Nelson's fleet: and that he had lately fallen in with, and captured, La Sensible, French frigate of 36 guns, having General Baraguay d'Hilliers and his staff on board, returning from Malta; and after a chase of twelve hours, and close action of eight minutes, he captured her. The Sensible had 18 killed and 36 wounded, in which latter number was the captain: the loss of the Seahorse was only two killed and 16 wounded. After the Frenchman had struck, one of the crew treacherously threw a grenade into one of the ports of the Seahorse, by which one man was killed and several badly wounded. Captain Foote remonstrated with the French commander on this shameful act; he caused an inquiry to be made to find out the culprit, and an American was reported to be the person: what became of him, I do not know, but that he richly deserved to be run up to the yard-arm.

On the 19th a Greek vessel came out of Alexandria, and, pursuant to the orders of Admiral Nelson, she was burnt, and her crew sent on shore. The Zealous joined us on the 20th, with the information that the Admiral, in the Vanguard, and the Alexander, Captain Ball, had sailed for Naples, leaving the Goliath, Zealous, and Swiftsure, with the Seahorse and Alcmena frigates, and Fortune corvette, to guard the coast of Egypt, and prevent the escape of Bonapartè and his army, if they should make any attempt to effect it. Captain Hood was now our Commodore. The Goliath and Fortune remained at anchor in the Bay, while the Commodore and the rest of his squadron cruized off Alexandria. On the 23d the Alcmena captured a vessel from Toulon bearing dispatches for General Bonapartè, and letters for his army and navy. The dispatches being thrown overboard, two of the crew of the Alcmena perceiving it, instantly jumped into the sea and saved them, for which they have received, as they richly merited, a very ample reward in a pension for life. The vessel captured, called *La Legere*, was a gun-vessel carrying six guns.

On the 25th the boats of the Goliath, commanded by Lieut. W. Debusk*, attacked and carried the *Torride*, a ketch of seven guns, anchored under the guns of the Castle of Aboukir: the business was ably conducted, and gallantly performed. The boats got along-side under cover of night, when an obstinate resistance took place. Lieutenant Debusk, for some time, fought hand to hand with the French officer commanding the *Torride*; several were

badly wounded on both sides, and the vessel was brought off in triumph.

In the evening of the same day the *Thalia* frigate arrived, and the next day the *Lion* of 64 guns, Captain Manly Dixon, with a Portuguese squadron of four line-of-battle ships joined us: they came with an intention of strengthening Admiral Nelson's fleet. When the Portuguese found the business had been ably executed without them, they sailed the next day for Gibraltar; we were not, however, the less obliged to them for their friendly intentions. The *Thalia* sailed also with them for the fleet off Cadiz. On the day following a French Colonel (whose name I forget) was brought to the Commodore; he had been captured in a vessel endeavouring to escape from Aboukir. It appeared that he was a respectable officer who was worn out in the service of his country, and being probably disgusted at the service he was now engaged in, had requested leave to resign his commission, which was granted, and he was returning to his country with clean hands and the consolation of an honest heart. When the Commodore understood how he was circumstanced, and that his cloaths and other articles were at Alexandria, he humanely sent him in, on his parole, with a flag of truce, and on his return he was sent home in the *Goliath*.

We now cruized close off the mouths of the Old and New Harbours of Alexandria; the former is to the N. E. and the latter to the S. W. We perceived the enemy were busy in constructing batteries to command the entrance of each, as well as towards the

Lybian deserts, to check the attacks of the Bedouins. They also were converting a high sand hill, which rises behind the town, into a strong fortification. The French threw several shells at us without effect. On the 30th the Goliath joined us from Aboukir Bay, and Captain Foley having sent the prisoners who were captured in the Torride, consisting of one lieutenant, two guard marines, and forty-one seamen, on board the Swiftsure, sailed for Naples. On the 1st of September a Turkish vessel arrived from Constantinople bound for Alexandria: the Captain of her being informed of the state of affairs here, put himself under the direction of our Commodore, who sent him with a message to Dgezzar Pacha, Governor of St. Jean d'Acre in Syria.

The next day the Emerald made a signal for a sail bearing E. by S. We accordingly gave chase, and off the Tower of Arabs saw a cutter standing towards the shore; the Emerald fired several shot to bring her to, but she persisted, and at length ran aground a little to the west of the Tower of Marabou; our boats, and those of the Emerald, were sent to bring her off: the French, in the mean time, made good their landing; but a high surf soon destroyed the cutter. At this moment nothing was to be seen but barren uncultivated sands as far as the eye could reach; but in a short time we descried several Arabs advance, some on horseback, others on foot. The French now perceived their error, but it was too late; some of them indeed were so fortunate as to get on board our boats

which pulled towards the shore in hopes of saving their unfortunate enemy, and a midshipman from the Emerald, with a noble spirit of humanity, threw himself into the water and swam through a high surf to the shore; having a rope in his hand, by which the French captain and four seamen were saved. From him we learned, that the cutter was called l'Anemone, of 4 guns and 60 men, Citizen Gardon commander; having on board General Carmin, and Captain Valette, aid de camp of General Bonapartè; also a courier with dispatches, and a party of soldiers; that the cutter sailed from Toulon on the 17th of July, and touched at Malta, from which place she had taken her departure six days. Perceiving there was no possibility of escape from us, the General ordered Captain Gardon to run the cutter ashore, who urged the dangers of a high surf, and the numerous hordes of wild Arabs that infested the coast. The General said he would cut his way through them to Alexandria, which was not more than two or three leagues off, the towers and minarets being plainly to be seen. No sooner had he landed, however, and perceived the Bedouins, who till this time were hid behind the sand-hills, but now began to shew themselves, than dismay and terror seized on all: nor could we behold their distress without commiseration, although they had so entirely brought it on themselves by refusing to surrender to us, and had fired on our boats when escape was no longer in their power. Our people approached the shore as near as the breakers would permit them, and were repeatedly hailed by

the French to be taken on board; but only Captain Gardon and four men were brought off. We perceived that the officers and men suffered themselves to be stripped without resistance. Many were murdered in cold blood, and apparently without any cause; and among them the unfortunate General, and Aid de Camp, who, on their knees, entreated for mercy. An Arab, on horseback, unslung his carbine and drew the trigger, but the piece did not go off; he renewed the priming, and again presented at the General, but the shot killed the Aid de Camp, who was on his knees a little behind him; he then with a pistol fired at the General, who instantly fell. The courier also, who endeavoured to escape, was pursued and murdered. An Arab who got possession of his dispatches instantly rode away with them, and we have since learned, that they were afterwards recovered by the French for a sum of money. We now perceived a troop of horse from Alexandria marching along the strand, and the Arabs retired into the desert with their surviving prisoners. The French troops proceeding towards the scene of action, at length arrived on the spot where lay the remains of one of their murdered countrymen; but, probably, fearing that they should be surrounded with superior numbers, they wheeled about and retreated to the city. The commander of the vessel, who was brought off, most gratefully acknowledged the humane treatment he met with from our people, and extolled the gallantry of the young midshipman who had thus saved his life at the risk of his own; but mark the conduct

of his countrymen! when afterwards a flag of truce came off from the French Governor of Alexandria with a message to our Commodore, after extolling the bravery of General Carmin in rather risking his safety to the mercy of Arabs, than surrender to us *the slaves of despotism*, he cast an unmerited reproach on Captain Hood for detaining those as prisoners who had so lately owed their lives to the humanity of our seamen.

On the 7th of September, being off the Tower of Marabou, we perceived two boats endeavouring to escape: two of our boats were sent after them, and captured one, which had several Italians on board, who were detained. The next day two large vessels endeavoured to make their escape, but were stopped and sent back again.

In the afternoon of the day following, the Swiftsure stood close in towards the Tower of Marabou, which is situated on a small rocky island, and commands the entrance of the New Harbour, from whence a reef of rocks extends into the sea to this place. Perceiving the enemy were busy erecting batteries there, a broadside was fired at them from the Swiftsure and Emerald, which for that time drove them from thence, but as soon as we retired they renewed their exertions, and in a short time erected two strong batteries.

On the 10th a boat bearing a flag of truce came off to us from Alexandria; in her were a number of masters of merchant ships and some Moors who had returned from a pilgrimage to Mecca. They requested permission to depart, but it being contrary to the

H. R. S. 6-23

House of Brandon, Egypt.
The House of Brandon, Egypt.

The House of Brandon, Egypt.





At the foot of the mountain

orders received on this head, they were all sent back. On the 13th three more boats were captured endeavouring to get away, two of which were burnt. On the 15th a Neapolitan came off to us in a little boat by himself; being much irritated at the treatment he had received from the French, he offered his services in any way: Captain Hallowell took him on board the *Zealous*, to the Commodore, who sent him again on shore in the evening to procure intelligence. Standing in near the city as usual, we saw two boats seemingly at anchor, on which Captain Hallowell dispatched two of ours manned and armed, who found them only to be Greek fishermen, and the next day they were sent back. The enemy, as usual, threw many shells at our ships, but without effect. The following day, however, we captured a boat endeavouring to escape, in which were many French and German officers; among the rest a young Russian, who gave so plausible an account of himself as induced Captain Hallowell, at his earnest request, to detain him: the rest were sent back, although they entreated to be permitted to remain as prisoners, or any thing but released; this, however, could not be complied with. The young Russian informed us "that he was the son of Baron Knorring of Livonia, that he was travelling in quest of knowledge, and being unfortunately at Cairo at the time of the arrival of the French, he was compelled to remain there till this time; that at length he had received from General Bonapartè leave to quit the country, but the strictness of the blockade had hitherto prevented him; he had tried be-

fore, and had failed; if he was not permitted to remain with us now, he would again repeat his attempts to get away, as he would not abandon himself to despair." The frankness of his manners was so prepossessing that Captain Hallowell treated him with every attention and hospitality, and the youth seemed to be entirely grateful for it.⁵ On the 19th of September the Emerald sailed for Naples, and the Swiftsure anchored in the Bay of Aboukir.

⁵ I am concerned to state, that he did not treat his English friends with that candour and regard for truth which his external manners and deportment seemed to promise; for we have since learned from several people of rank and character, who had met him at the Court of Naples and other places in Italy, that from love of French principles, he had actually accompanied General Bonapartè on his expedition to Malta, and from thence to Egypt; and very probably he was charged with some secret commission by that General, in case he could elude our vigilance, and reach Constantinople.



CHAPTER VI.

Suave, mari magno turbantibus æquora ventis,
 E terra magnum alterius spectare laborem;
 Non quia vexari quemquam est jucunda voluptas,
 Sed, quibus ipse malis carcas quia cernere suave est. LUCRET, lib. ii. v. 1.

To repair the damages his ship had sustained in the late action, Captain Hallowell employed his crew to fish up as much of the wrecks of the ships that had been destroyed, as could be serviceable either in repairs or as fuel: the frigate that was sunk, as well as the wreck of l'Orient, supplied him with many useful pieces of timber; but as all the ships of our fleet had been employed in the same way while we were cruising off Alexandria, it required more labour and industry to procure what we wanted. He also weighed up some small anchors, which, with other iron found on the masts, was sold afterwards at Rhodes, and the produce applied to purchase vegetables and tobacco for the ship's company; by these means the people were kept from idleness, and by their labour procured what was conducive to their comfort and health. While we lay here an Arab called Hadji Hassan, came off to us, as he pretended, with a message from Mourad Bey, the great leader of

the Mamelukes; at length he gave us to understand that he came from Minich, beyond Cairo, where Murad was. He undertook to bring off a leader of Bedouins named Haffan d'Har, but in this he failed, or deceived us. His companions, in their little boat, were sent on shore near the Arabs Tower, and he remained on board with us.

The island Aboukir, of which mention has been made, now served us as a place of relaxation and exercise, and our seamen were allowed to go thither without danger of hurting their constitutions in wine-houses, as the place was without any inhabitants but quails,^a and they were soon driven from thence. At this season of the year great quantities of them flew on board our ships. Whether they were migrating to the north or south, we could not ascertain for a certainty, though, as some of them were quite exhausted when caught, we imagined they had crossed the Mediterranean from Europe, but that might also have been the case in passing over the sandy deserts of Egypt. We also found many hoopoesⁱ on the island. There are no trees on it, but it is covered with a low shrub bearing a round black berry. There were likewise a great quantity of bulbous roots, which our seamen at first took for onions, and were highly delighted with the discovery, but on cutting them they soon discovered their mistake; we afterwards

^a Called by the Arabs wheuz.

ⁱ The hoopoe is a beautiful bird about twelve inches long; its head is ornamented with a large crest, which it has the power of erecting or laying back at pleasure. The neck is of a reddish brown, the belly white, the wings and back striped black and white in broad bars. The Egyptian or Arab name for it is asphour.



Shedding the water from the Island.

London: Published by W. & A. Groom, 1841.

found that this root bore a flower something like a hyacinth, but without the smell. We discovered several small caverns, in one of which were many human bones; another was like a passage to a dungeon, about three feet wide and six high, terminating with a small square chamber ten or eleven feet high. On the walls, which were of mortar, we perceived many Greek characters, probably inscriptions of names, but we could only make out a few of the letters: We could not guess for what purpose these caverns were formed, though, from many circumstances, we conjectured that the whole island, as well as the reef of rocks that extended into the sea from it, had been the foundations of extensive buildings. The stones, that were seen when the water was clear, were laid regularly in the form of chambers, and in general cut square. Probably it might have been the citadel or castle of the ancient Canopus, with a pier extending from it to form a commodious harbour for shipping. Between the island are seen a range of rocks, some above, and others just covered by the water; and it appeared to us as if this island had been formerly joined to the main land.

On the 25th we weighed again, and proceeded off Alexandria; and the next day the *Flora* cutter, Lieutenant Yawkins, arrived from the *Earl of St. Vincent*, then at anchor off Cadiz: he gave us the pleasing intelligence that he had spoke Admiral Nelson near the Faro of Messina. The next day the *Alcmene* took several wine vessels from Cyprus attempting to enter Rosetta.

On the 27th Captain Hood ordered the *Swiftsure* to proceed to Rhodes for wine and fresh provisions; accordingly we made sail, and arrived off the town of Rhodes in six days, but a heavy gale of wind prevented our anchoring, the road being entirely exposed. Several messengers came off to us with an invitation from the Governor; a Greek pilot also came on board. During the night we had much wind, accompanied with rain, thunder, and lightning; and in the morning the gale increasing, Captain Hallowell, after consulting the pilot, who declared he knew it well resolved to run for shelter into the Bay of Cavallero, on the coast of Natolia. The gale increased, accompanied by a thick mist, and the most awful thunder and lightning, during which the pilot ran us past the bay we intended to enter. At this part of the Archipelago numerous small islands are scattered in all directions, which rendered our situation extremely perilous.

At length the haze cleared up a little, and we perceived the entrance of a large bay, into which we ran, and found it spacious, and surrounded with high mountains. It is called the Gulf of Symea, and is on the coast of Natolia. At the furthest end of it, by a narrow channel, we entered a smaller bay, where the pilot declared there was good anchorage: the anchor was accordingly let go, but owing to a rocky bottom it did not hold, and we perceived that the ship was rapidly driving on the rocks. Captain Hallowell, who saw that not a moment was to be lost, instantly ordered the sails to be loosed, and ere the anchor could

be weighed we were once more under way and ran farther up the bay. The pilot again insisted upon anchoring; the ship was only a few yards from the shore, and frightful precipices hung almost over us; the lead was hove, and no bottom was found at 70 fathoms. The wind was continually shifting to all quarters, sometimes blowing in violent gusts, at other times calm for a few moments; but, sheltered by the surrounding mountains, the surface of the water was perfectly smooth. By the exertion of officers and men she was again put about, and we made sail out of this place of danger, but with imminent hazard of being lost on the rocks which presented themselves on all sides as we worked out; and so narrow was the channel in some places, that it seemed hardly possible to manœuvre the ship so as to escape the one, without striking on the other.

On the projecting brows of the mountains, that seemed directly over our heads, we perceived wild goats skipping about among the shrubs, which covered the soil and sent forth a fragrant odour that in other circumstances would have been highly delightful, but at this moment the danger of our situation entirely occupied our thoughts. The pilot, alarmed at the danger he had occasioned, was on his knees in an agony of terror, putting up fervent prayers for deliverance, but entirely incapable of giving the least assistance. By the time we had gained the entrance of the Gulf, the weather cleared up and presented a fine prospect of the surrounding wild country, and the dangers we had

escaped. The sailors, forgetting their late peril, facetiously called the place *No Bottom Bay*.

As we sailed along between the shores of the island of Rhodes and the main land, we were gratified by a great diversity of picturesque and varied scenery. On the continent high blue mountains, softened by their distance, seemed to blend their summits with the sky; on the other side we beheld the fertile soil of Rhodes, with some places that seemed still to retain marks of its former splendour. When possessed by the gallant Knights of St. John of Jerusalem, it bade defiance to the Pagan world, and was a rallying point for the Christian heroes of those days of chivalry. One place, in particular, appeared to have been highly ornamented both by nature and art, and gave us the idea of an English park, in which, on the brow of a hill, we saw the remains of a ruined castle. At length, on the evening of the 5th, we anchored off the town of Rhodes, and instantly the Governor sent an invitation to Captain Hallowell to come on shore; the next morning he went, accompanied by several of his officers and the young Russian stranger, Knorring. There are two harbours, one of them capable of holding only small vessels; the other, at the further end of which stands the Bey's palace (if it deserves that name) in former times was reckoned a very commodious harbour, but by the customary negligence of the Turks, it is now rendered fit only for small vessels; though they have a dock-yard there; and at this time a line of battle ship was on the stocks, intended as a present from the Bey to the

Grand Seignior.* The entrance of each harbour is guarded by a castle of curious form: one is square, with small turrets, the other circular, with a lantern or light-house on the top. We proceeded to the great harbour; at the entrance we perceived the foundations of a pier that seemed to have been destroyed by an earthquake, and we conjectured from that and several other circumstances, that it must have been the site of the far-famed Colossus, which, from its size and shape, was justly reckoned among the wonders of the world. We landed close by the gate of the Governor's palace. On entering the council-chamber we found Haffan Bey surrounded with many Turks of distinction; he rose to receive us, and conducted us to a couch at the upper end of the chamber, and seated Captain Hallowell on his left hand. This council-chamber was about twenty feet square, with small latticed windows on three sides of it, under which, against the walls, were low sofas or mattresses; the bottom of the room was parted off by rails and a step; below these stood the guards, formidable looking fellows, with large mustachios, and stuck round with as many arms as they could well carry; the walls also of this part of the room were decorated with fire-arms, sabres, and spears. The only distinction that marked the seat of the Bey was a leopard skin spread on the sofa in a corner of the room, and over his head

* When a ship of the line is built in this dock-yard, it is obliged to be taken into the road before any ballast can be put on board, as there is scarce water sufficient to float her in the harbour when she is quite empty.

was a board on which were Turkish characters and a golden crescent on it. The dragoman¹, or interpreter, on his knees, explained the object of our visit. The Governor promised to grant us his assistance to procure what we were most in need of, wine and bullocks for the squadron; we were then treated with pipes and coffee: the latter was brought in small cups set on silver filligree stands in the form of egg-cups; it is drank by the Turks hot, and without cream or sugar. Custom soon renders the omission of those auxiliaries very easily borne, as this coffee is of the first quality, and made in a peculiar manner that is very palatable. Hassan Bey is a venerable old man, decorated with a flowing grey beard: he is rather tall, and robust for his age; formerly he had been a slave, but by a series of events by no means uncommon in the Turkish dominions, he became governor of this island, and possessed of great wealth. We were informed that he had once been a Mamaluk, and afterward lived with a Bey, who died and left him his riches, which he had the foresight to conceal. Those who from their situation and power thought they had the best claim to the wealth of the deceased Bey, and suspecting that his slave knew where it was concealed, put the unfortunate Hassan to the torture in order to extort confession of the place where it was; but in vain, he endured it all without making any discovery:

¹ This interpreter we soon discovered to be a Frenchman who had resided for some time on the island. On the revolution, being in danger of losing his former situation, and deterred from returning to his own country for fear of suffering the penalties of emigration, he entered into the service of Hassan Bey.

afterwards he had the command of a Turkish ship of war, and for some achievement was promoted to his present rank; and it is but justice to observe, that he conducts himself with much humanity towards those whom he has under his command. We found him, however, very tardy in procuring the promised supplies, and if Captain Hallowell had not exerted himself with much industry to obtain them, we never should have procured any. The wine, which is in general good and wholesome, is made only by the Greeks, and as the Bey had put a price upon it which they thought inadequate to its real value, a very small supply could at first be obtained. However, when the cause of the impediment was discovered, our Commander insisted on making his own agreement with the people, and promised they should be faithfully paid for it by himself. On this their wine stores were freely opened to us, and the best kind that the island produced was procured at a very moderate expence. The wine is taken out of the casks and put into goat skins, the hair of which is on the inside, and gives a peculiar taste and flavour, that, from use, is not unpleasant; in these it was brought down to the boats and started into our own casks, and conveyed on board. We also obtained water with equal facility, the fountain from which we drew it being a few yards only from the landing place in the smaller harbour; the boats were placed alongside the wharf, and hoses, or leathern pipes, extended from the cocks of the fountain to the casks in the boats, which thus, in a manner self-filled, were conveyed

on board without the tedious process of rolling the casks to and from the boats; but during this operation we had nearly been involved in a quarrel with the inhabitants, who, accustomed to fetch water from this fountain, could ill brook to be deprived of that privilege by strangers whom they looked upon as infidels. By the friendly care, however, of an old Turkish officer who attended constantly at the watering-place, our people were suffered to proceed unmolested with their work, which was completed in a very short time. Here we met with our poor friend Hadji Hassan, the Arab, who had been sent to Rhodes by the Commodore, under suspicion of his being an agent for the French. It appears, that a little Turk named Achmet (who was found by Captain Hope in one of the vessels he had captured) in order to make himself of consequence, and to render his attachment to our cause apparent, had accused poor Hassan of being a spy. Achmet, it seems, had been for some time in France, and had engaged to accompany the expedition from Toulon; but, perhaps, the French finding that he was not to be depended on, had treated him in a manner that raised his anger against them, and he pretended to espouse our cause with warmth and sincerity. With this man, therefore, Hadji Hassan was sent to Rhodes, to be forwarded as a traitor to Constantinople, but the innocence of the poor fellow being discovered, he was liberated. His joy at seeing us was very expressive; he entreated to be taken back with us, as he was afraid of being left at Rhodes, although the Bey seemed inclined to

serve him; he was accordingly again received on board the *Swiftsure*.

The city of Rhodes no longer presents that splendid appearance that it formerly did when under the dominion of the Knights of St. John of Jerusalem, though many of its buildings recall them to the traveller's recollection. Over one of the gates is still to be seen a stone shield with the Cross of the Order; and the buildings are of that kind we denominate Gothic, and discover many traces of their former beauty. The ridiculous display of artillery, which the Turks are fond of, evidently demonstrates their ignorance of its proper use: the castle that commands the entrance of their harbours is loaded with guns of every description, and even every small hole and window has some fire-arms sticking out of it, such as blunderbusses, trombones, muskets, and pistols. On a platform between the two gates are several Colossal pieces of ordnance, not on carriages, but resting on stones, or on the ground, so that no alteration can be made in their elevation or direction; from these are fired large balls of marble, made from the statues and other pieces of sculpture which formerly adorned the city. Within the walls is a building which still retains the appearance of a monastery; it is a quadrangle surrounded with cloisters, and is now converted into a guard-house and arsenal, where we saw large piles of marble bullets of various dimensions, from the size of a twelve-pounder, to that of an eighteen-inch shell. The folding-doors of this building are of oak, and highly ornamented with carved work of the same Gothic or

Saracenic order which is to be seen in our ancient cathedrals. Near this place, in a wretched hovel, were crowded the officers and crew of a French frigate lately captured in the port. Our commiseration for the fate of these men, thus reduced to the most abject slavery, was strongly excited, and they experienced from us that compassion and assistance their wretched condition demanded, and we were enabled to afford them. We next went into the bazar, or market-place, where nothing but dirt and indolence seemed to reign; from thence we proceeded to the land-gates, and were surprised at the strength of the fortifications in that quarter, but we found them in a state of dilapidation which plainly discovered that the present possessors were not the founders.

Crossing the bridge, we perceived a party of people in the fosse (which is now a dry lawn) amusing themselves with the athletic game of wrestling. A stout negro and a small white man were at this time the combatants. They were both stripped to the skin, having only leathern drawers on well saturated with oil, with which also their bodies were smeared. Although they exhibited very little skill in the exercise, yet the method of preparing themselves for it, brought to our recollection Virgil's description of the same pastime.

Exercent patrias oleo labente palæstras

Nudati focii^m ÆN. lib. iii. v. 281.

^m Our youth their naked limbs besmear with oil,

And exercise the wrestler's noble toil. DRYDEN'S Trans. ÆN. iii. l. 364.

In all probability the present inhabitants of this island derived the custom from the Romans, who were formerly masters of it and the neighbouring states.

From thence we entered into an open place of great extent which is used as a burial ground. The multitude of small stone pillars, some of them surmounted with turbans, which denote them to be the tombs of men, and others plain, for those of the women, have a very striking appearance. Beyond this we entered on the suburbs, which rise on the side of a hill that entirely commands the city. The long narrow alleys surrounded with high walls, the houses having no windows visible, and the solemn silence that constantly reigns there, made us happy to emerge into the country, and there we had no great cause to admire the character of the present possessors of this once justly admired place, as cultivation is sadly neglected: indeed the only people who seem to have any activity or industry are the Greeks, and they are kept in such subjection that all spirit of commerce must be cramped, if not entirely smothered.

The island of Rhodes has ever been celebrated in history from the earliest times, and has been distinguished by various appellations: it now retains a name which it was supposed to have derived from the Greek word Rhodon, a rose, which flower is said to have been in great abundance there; but Athenæus tells us that it was called so from a rose-bud of brass which was found in laying the foundations of the ancient

city of Lindus. I have a silver coin of the diameter of a fixpence, but considerably thicker, which represents on one side the face of the sun finely executed, on the reverse a rose bursting into bloom, with a small bud issuing from the stem; on the left of the rose is a star: the inscription over the rose is ΡΟΔΙΟΝ, and the face of the sun is said to have been a likeness of that of the Colossus, which we are told was cast in brass by Chares, of the city of Lindus, who learned his art under the famous Lyfippus, about 300 years before Christ. Diodorus Siculus gives an account of a siege that was carried on against this city by Demetrius, the son of Antigonus, who had in vain endeavoured to excite the Rhodians to assist in his war against their ally Ptolemy Sotor, king of Egypt. After incredible exertions of valour and ingenuity on both sides, Demetrius was at last compelled to raise the siege, and by way of amends for the injury he had done the citizens, he presented them with the engines and stores employed against them: these they sold, and with the money arising from the sale, with some additional sums of their own, erected this famous Colossus. It was seventy cubits high, and the stride was fifty feet wide: in one hand it held a light-house, which was seen from a great distance. The artist was twelve years before he completed this enormous statue, and in about sixty-six years after it was thrown down by an earthquake, which terribly shook the whole island: it lay where it fell for the space of 894 years, when Moawias, the sixth Caliph, or Emperor of the Saracens, having captured the island, sold

the brafs of the Coloffus to a Jew, who broke it to pieces and tranfported it to Alexandria, where he loaded nine hundred camels with it. The ftatue was hollow, and in the feet and legs were immense piles of ftones, by which the artift conceived he had fecured it againft the injuries of tempefts, and violence of the waves. In thofe days Rhodes was celebrated for the excellency of its government, the magnificence of its buildings, the convenience of its harbour, and the falubrity of the climate. The inhabitants were reckoned the moft expert navigators in the world, fo that for many years they held the fovereignty of thofe feas. After various reverfes of fortune, we find the Rhodians reduced to a Roman province, the city having been firft taken and plundered by Caffius: this happened forty-two years before the birth of Chrift. In 1308 of the Chriftian æra, Rhodes became the afylum of the Knights of St. John of Jerufalem, or, as they are fometimes called, of St. John d'Acre, from the laft place they poffeffed in the Holy Land; when they retired to this ifland, which was given to them in that year by Emanuel the Greek Emperor; but in the year 1522 they were compelled to furrender it to the arms of Soliman the Magnificent, (Philippe de Villiers de l'Ifle Adam being at that time Grand Mafter of the Order) when they retired to Malta. During the time it was in the poffeffion of thefe gallant Knights, great expence and labour were beftowed on the fortifications of the city, which ftill retain traces of its ancient confequence, particularly towards the land fide, where we found

a deep and wide ditch faced with masonry, flanked by strong bastions, and the walls of great thickness, and supplied with heavy artillery. There are several handsome mosques in the city, one of which I entered, and was permitted to stay there for some time, having previously taken off my shoes. This indulgence has only been allowed since the late action, as christians formerly were not suffered to enter the places of worship sacred to the faith of Mahomet. The Governor has, besides his house of audience, another in the suburbs, and one in the centre of the city, appropriated to his haram: but he does not follow the general fashion of his country in maintaining a plurality of women, having one wife only. During our stay the plague made its appearance in a slight way; those who were infected, or suspected of being so, were instantly transported to the continent, where, in the wilds of Caramania, there was less danger of its spreading. As I walked in the bazar one day I perceived a man in the crowd with a black mark across his face. I was informed it denoted that he belonged to an infected house; but the people appeared perfectly unconscious of any danger from coming in contact with him: my own feelings, I confess, were not so placid; as he brushed near me, it was some time before I could recover from the uneasy sensation of dreading the effect. Mr. Cilgrin, the Swede, informed us there is plenty of game in the country; I saw several partridges, whose plumage and appearance are so different from ours, that I should not have classed them under

the same head. They are larger than ours, their colour grey, with red legs, and a red circle round each eye like a pheasant. As the governor neglected to perform his promise of procuring from the continent a hundred bullocks for our squadron, Captain Hallowell determined to proceed with the supply of wine and bread, which he had at length, with much labour and difficulty, obtained. Previous to our sailing from Rhodes two Russian frigates and ten gunboats arrived from Constantinople: they brought intelligence that a large army of Turks was on its march towards Egypt; that the Emperor of Russia had entered into a treaty of amity with the Sublime Porte, in consequence of which, the former was permitted to send a fleet from the Black Sea through the Dardanelles, to co-operate with the British and Turkish squadrons in the Mediterranean, against the common enemy. This was an event of great importance, and quite a new epoch in the history of those two powers. The Fortune brig, commanded by Lieut. Davis, arrived here from Smyrna, where the plague raged, and prevented his receiving any supply of provisions: he sailed from Rhodes, accompanied by Achmetⁿ as interpreter, and intended to proceed to St. Jean d'Acre, to intreat Dgezzar Pacha, Bey of Syria, to supply us with provisions, of which our squadron now began to fear they should soon be in want. At the

ⁿ This man being afterwards convicted of various frauds, he was turned out of the British ships and put under the care of Hassan Bey, from whom, however, he contrived to escape.

same time we lost our guest, the young Russian Baron Knorring, who sailed in a vessel bound to Constantinople, bearing with him letters of recommendation from the Captain to our minister there.

I missed a curious scene the day before we departed. Captain Hallowell was invited to dine with the Bey, and sent for me to be of the party; but unfortunately I had strolled into the suburbs. As the scene would have deserved the pencil, I have reason to regret my absence from the repast, though in other respects perhaps my loss was not great. I shall beg leave to give a description of it as it was related to me: the guests sat down on the floor round a small table or stand, about two feet high, on this was placed a large circular metal dish, which was heaped up with a pillau, consisting of boiled mutton, fowls, and rice; having no knives or forks, they instantly proceeded to pull the joints to pieces with their fingers, cramming their mouths with eagerness, and then offering a piece they had torn off to their guests. As soon as they had satisfied their hunger they all got up and returned to their sofas, and their places were taken by the domestics, who soon finished what their masters had left, and were then supplied with a sort of pudding like pancakes, which they in like manner tore to pieces and devoured. In short a Turkish repast is by no means agreeable to an English palate; besides which, the only beverage is water. As soon as the

higher orders had dined, they were supplied with pipes^o and coffee, with which, in a torpid state, they passed the rest of the evening.

Late in the evening of the 11th of October, having in vain waited for a further supply of cattle, we left Rhodes with only fourteen small bullocks, each about the size of a calf.

At day-break, on the 14th, we descried our squadron, and by noon anchored near the Zealous off the tower of Marabou.

^o The pipes made use of in this country are formed of slender sticks of the cherry-tree or other wood, perforated, and are from three to four feet long. The mouth-piece is of amber, or ivory, according to the taste or fortune of the possessor. The rich and dignified bestow much cost on this part, which they stud with diamonds, rubies, and other precious stones. The bowl of the pipe is of fine clay. The Turkish tobacco is remarkably mild, and leaves very little smell behind it.

CHAPTER VII.

Quis nescit, qualia demens

Ægyptus portenta colat? crocodilon adorat

Pars hæc; illa pavet saturam serpentibus Ibin.

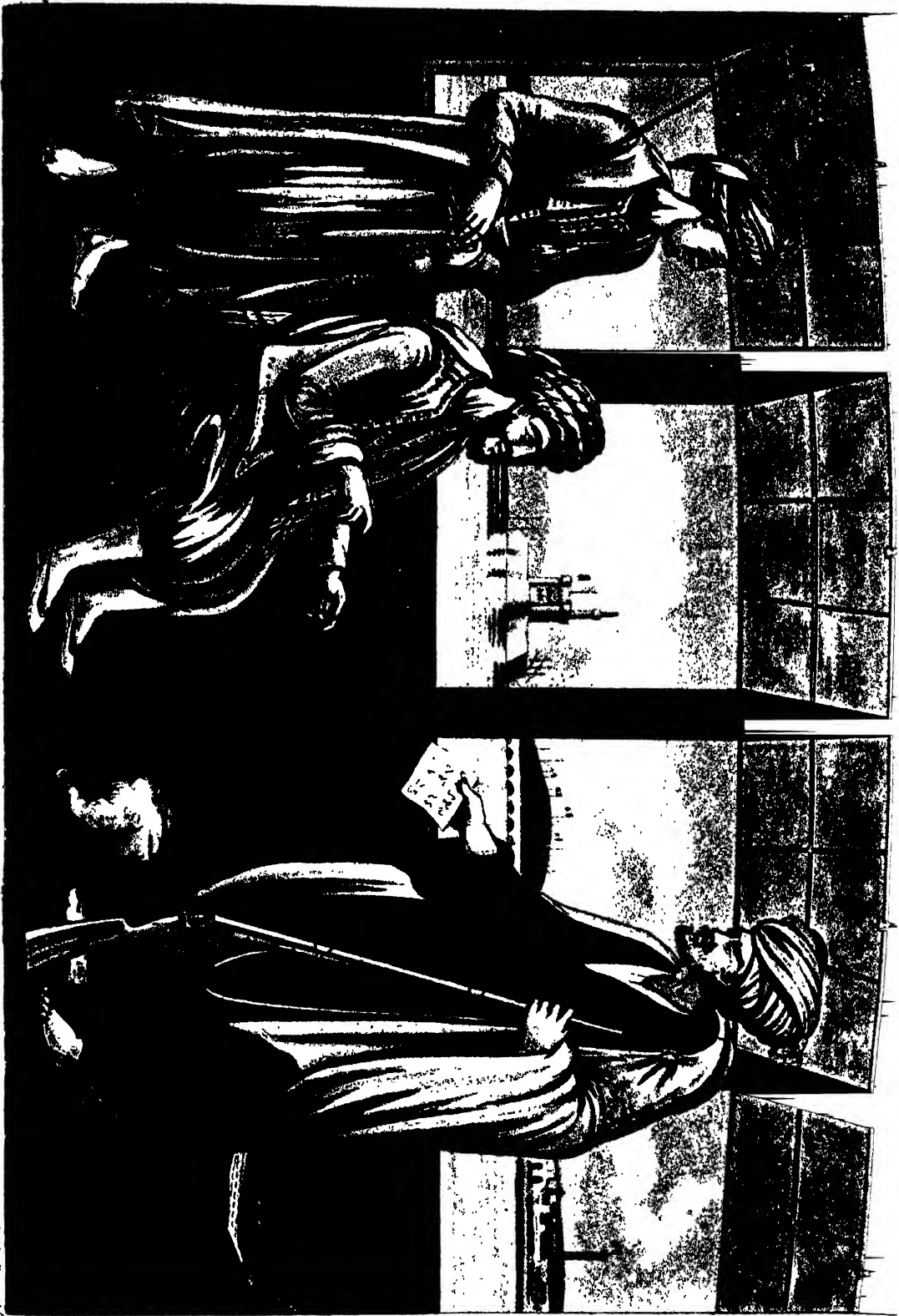
JUVENAL, Sat. xv. lib. v. ver. 1.

ON joining the squadron under Commodore Hood, we learned that during our absence nineteen vessels of various sizes, attempting to escape from Alexandria, had been captured and burnt. This may at first sight appear an useless severity; but it was not so, for it was known that most of these vessels, particularly the Danes and Swedes, had volunteered to transport the French troops to Egypt; and, had we suffered them to depart, in all probability they would again have served for the same purpose, and would have conveyed fresh supplies to Bonapartè's army. It was equally our duty, at that moment, to prevent the French army (if they had been so inclined) departing for Europe, as we knew that Italy was at this time threatened, and, as it since appeared, was actually overrun by the French armies. If Bonapartè's army had returned to Europe, it would have given a decided bias to the war, and the Emperor, already severely harassed, would have been completely driven out of the field. The Arab, Hadji Haffan, having volunteered to open a com-

munication for us with Mourad Bey, one of the Mamaluk chiefs, was accordingly, at his own desire, sent on shore among some ruins between Alexandria and Aboukir, being previously armed with a musket and a pair of pistols; the Captain gave him a small boat, which had belonged to the French, in which he paddled himself ashore. The same day several vessels were permitted to depart from Alexandria, particularly Neapolitans, as they had been forced into the service of the Republic. In the morning of the 19th two Turkish corvettes arrived and anchored astern of the Zealous. In the evening a small boat was descried making towards us; in it was Hadji Hassan, who had succeeded in procuring a man willing to take any message to the Mamaluk army in Faioume: he had also brought off his nephew, who could write, and by the aid of an interpreter a letter was addressed to Mourad Bey, informing him that a British squadron was on the coast, and ready to co-operate with him against the common enemy.^p Captain Hood giving his consent to the measure, Massoud Abdullah, the Arab, was sent on shore armed only with a musket, and he faithfully executed his commission, as I shall have occasion to relate hereafter.

On the 21st of October we were joined by a Russian and Turkish squadron, consisting in all of four frigates, an armed

^p The annexed plate represents the three Arabs in their usual dresses, which will give a pretty accurate idea of the appearance of these people. The man in black is Massoud delivering a letter to Hadji Hassan, who is sitting down; near him stands his nephew Halleel, who acted as secretary.



Is there found the highway

1871-1872

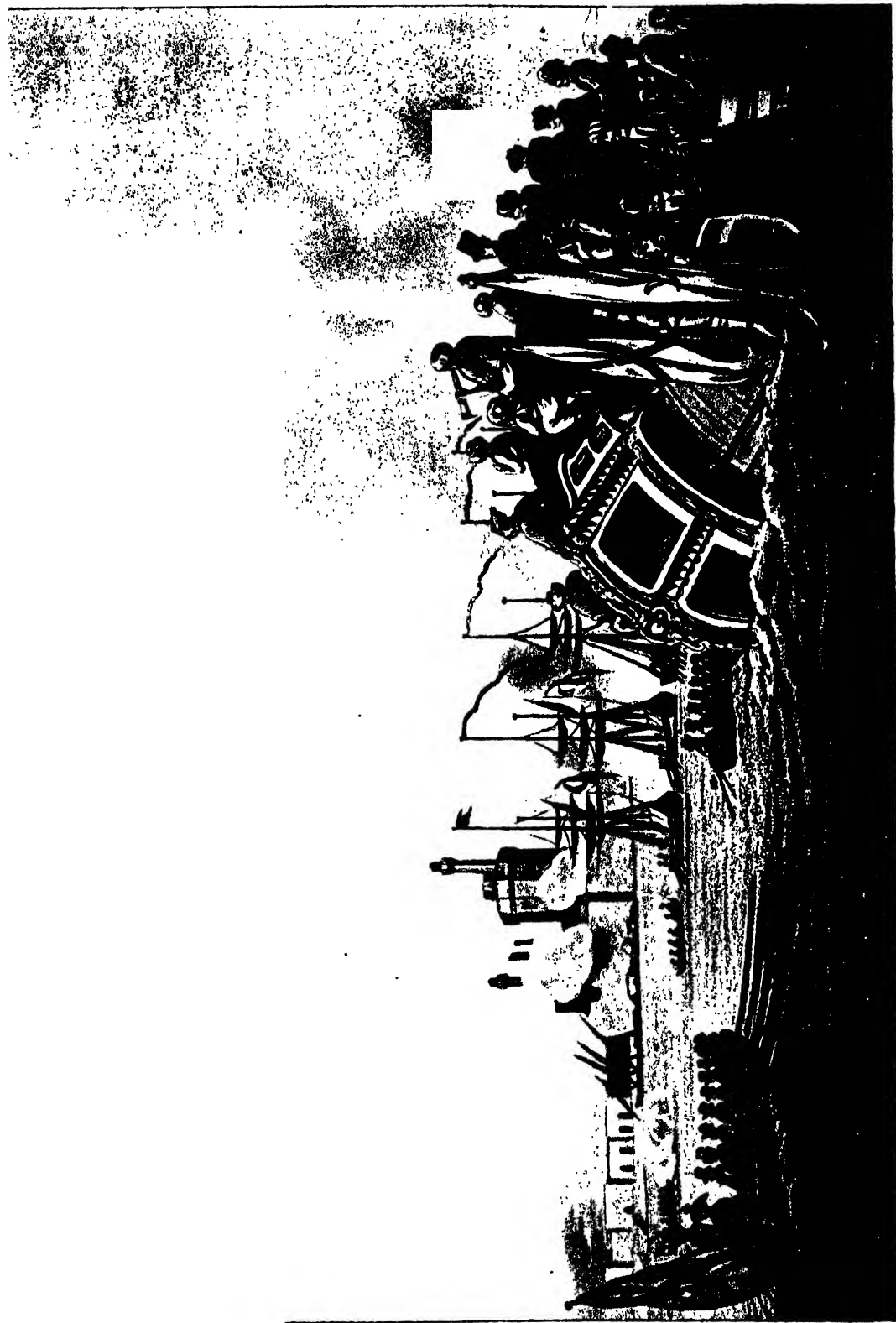
1871-1872

brig, two armed vessels of eight guns, and ten gun-boats. The two Russian frigates were remarkably fine vessels; one, named the *Michael*, of 50 guns, was commanded by Captain Alexander Sorokin: the other, called the *Kazanski*, of 48 guns, was commanded by Captain Meffer, an Englishman, who at the close of the American war, being a midshipman in our service, and having no chance of promotion, with several other young men volunteered his services to the northern powers. He entered into the Russian navy, and in the course of service rose to the command of this frigate. The Turkish frigate was also a very fine ship; she was built by a French builder at Constantinople, as the Turks seldom, if ever, employ their own people to construct their men of war. On board of one of the corvettes was a Dragoman from the Sublime Porte, bearing the diamond aigrette and pelisse which Sultan Selim had sent for Admiral Nelson. The Sultan, as soon as he heard of the victory of the Nile, took the former out of his turban, and sent it with other things of value to Sir Horatio Nelson; and wrote to the King to request his permission that it should be worn by the Admiral as a mark of his Highness's approbation; which of course was granted.

On the 22d Captain Hallowell received orders from the Commodore to proceed to Aboukir Bay with the Turkish gun-boats and one Russian frigate; and that evening he anchored there with the frigate and one gun-boat, and the next day five more gun-boats joined. In the night two

dgermes¹ came alongside the *Swiftsure*: they were loaded with corn from Rosetta, and bound for Alexandria, and were therefore detained. Captain Hallowell having prepared every thing for attacking the Castle of Aboukir with the Turkish gun-boats, proceeded the next day to put the courage of our new allies to the proof, but having no very high opinion of their zeal he took the precaution to put five British seamen into each boat: yet, notwithstanding their example and exertions, it was impossible to make the Turks do their duty. Our commander, in a small boat, called a gig, bearing a white flag with a red cross, led them in, and rowed from gun-boat to gun-boat, in vain endeavouring to instil some ardour into their minds, and, at length, by occasional coaxings and threatenings, he drew them near enough to batter the castle; and it would have been with more effect, but the motion of the vessels prevented certain aim. Here locks to the guns would have been of great service, as with a long laniard, or cord tied to the trigger, an exact aim might have been taken; but they were not provided with this useful invention; nor were their guns properly adapted to it, as they had no breechings, but run in a groove, and frequently recoiled with great force from the stem to the main-mast. Whenever the Turks heard the whistling of a shot, down they fell, or

¹ Dgermes are the boats used for transporting merchandize from the Nile to Alexandria: they are strong built, and draw little water, so that they can in tolerable weather pass the bar at the mouth of the river. They are without decks, and have two or three masts, according to their size, with very large latine sails. When the sailors wish to furl the sails, they are obliged to climb up the yard, which cannot be lowered, being made fast to the head of the mast.



1870. 1871.

Attack on the Turkish Gun-boats on the Coast of Honkoo

sneaked below into the hold. One of our row-boats having a wounded Turk in it, and the surgeon being willing to put on a temporary dressing, immediately rowed out of the line towards the wreck of a vessel lying about a cable's length from the shore. As the boat approached, several heads were seen peeping from behind it: at first it was imagined that the French had taken possession of this post, but, on closer inspection, turbans were perceived; and we found that the worthy commanders of the Turkish frigates had retreated behind this breast-work, in order coolly to enjoy their pipes. Some of the Russian row-boats were also there, but on our coming up, and ashamed of their companions, they returned to the scene of action.

The annexed plate is a view taken on the spot.

This day one Turk was killed and five wounded; among the latter was one whose arm being broke by a splinter, the tourniquet was applied to stop the hæmorrhage; and as the Turks assured us they had a surgeon on board the frigate, he was sent thither, with a request that the tourniquet might be returned. The next morning a boat rowed alongside the Swiftsure with the wounded man in it, whom they tumbled into one of our boats, without any ceremony, and rowed away. As soon as he was brought on board, the surgeon discovered that nothing had been done to him, and the tourniquet was absolutely buried in his flesh: he died in a few minutes after he was taken down below.

It will hardly be believed that such ignorance and inattention to their wounded companions could be met with among the most barbarous nations; but such is Turkish humanity!

The next day, resolving to remedy the evil of the former, the Captain put fifteen British, and (with the consent of Captain Meffer) five Russian seamen into each gun-boat.¹ The Turks had nothing therefore to do but to use their oars; unwilling, however, to get within the reach of the enemy's shot, they made such bad use of them that it was found necessary to take them in tow with our row-boats. The Turkish commander of the frigate, in his barge, also took a share in this duty, but no sooner did he hear the first shot, than he cast off the tow-lines, and retreated with all expedition towards the island, where he laid perdué till the action was over.

This day one Turk was killed and two wounded: as the boats were frequently within the range of grape-shot, it is rather surprising they did not sustain more damage. Towards the close of the day the fire of the enemy began to slacken, and, at length, was completely silenced; but as night approached, and we began to retire, they again commenced a heavy fire on us with more effect, as our unwieldy gun-boats were slow in their motions, and when they put about to return

¹ The Russian seamen are neat in their persons and remarkably patient of fatigue and hardship. They were entirely obedient to command and fearless of danger. They did not appear to receive so much attention to their wants and comfort from their officers, as they deserved. I have known a boat's crew remain alongside the Swiftsure from dawn of day to sun-set without any food, except what the humanity of our sailors afforded them from their own store. When the circumstance was known to our commander, they were always supplied from his table.

to their anchorage were exposed to the fire of the enemy, without a power of returning it. Such vessels should always be supplied with a long gun out astern. The launch of the *Swiftsure*, commanded by the Honourable Lieutenant Eylmer, had a heavy carronade, which was placed on a groove reaching from the stem to the stern, so that it could be made use of either advancing or retreating; the other boats also had different pieces of ordnance according to their size, and were commanded by officers of the *Swiftsure*. A dgerm, that had fallen into our hands, was prepared as a mortar-boat, and a small mortar, or howitzer, mounted in her, from which shells were thrown with tolerable precision, and the tower and minaret of Aboukir were struck several times. The day following the gun-boats again got under way, but owing to a heavy swell and frequent squalls of wind, they drove so far to leeward that it was late at night before they could be brought to the anchorage off the island, which, in compliment to our Admiral, we denominated Nelson's island. The next day proved more favourable to our operations, and the whole fleet of gun-boats and row-boats proceeded towards the mouth of the Lake Maadie, and from thence our line extended along the shore to the foot of sand-hills, on the summit of which was the French camp; near the bottom of the hill was a grove of palm or date-trees, and some high bushes, which proved highly useful to the enemy. The Russian failors had been withdrawn from the gun-boats, but the launch, and some of their smaller boats,

manned and armed, attended, as also the *Toridè* gun-vessel, carrying four heavy guns, commanded by Mr. Autride, midshipman of the *Zealous*. The enemy had formed a low battery on the neck of land leading to the entrance of the lake, and placed some field-pieces on the sand-hills above; the bushes, and every little sand-hill, were lined with infantry. Our small mortar-vessel threw shells into the camp, which, to our surprise, twice broke into a flame, and the enemy were seen in apparent confusion endeavouring to extinguish it. Captain Hallowell perceiving a large gun-boat of the enemy close to the shore, rowed in with his barge to attack it; the French retreated from it: as it was fast aground, and exposed to a heavy fire of musketry, he was obliged to desist from his attempt to bring it off: a marine was shot close aside him.^s

Some of the Turkish gun-boats were now brought so near the battery as to use their muskets, and the business was beginning to grow very serious, when, from the dastardly conduct of the Turks in one of the boats, which threw some of the rest into confusion, the action was obliged to be discontinued. Captain Hallowell had directed Lieutenant Witts of the marines,

^s The annexed plate represents the barge making towards the French gun-boat, which is evacuated. The head of a Turkish gun-boat is seen on the left, our people on board of it are firing musketry on the French battery. On the neck of land, beyond which is the Lake Maadie, or as some call it, the Lake of Aboukir, a poor camel is seen tied to a palm-tree, unconscious of the danger of his situation: an accidental shot from one of the boats struck him on the hump and killed him. Above is the French camp on fire, below which are the heads of the soldiers peeping above the sand-heaps, from whence they annoyed us with their musketry, being themselves securely sheltered. Near this place General Abercromby landed his troops on the memorable 8th of February 1801.



Charles W. H. H. H. H.

Black on the French Camp near Houlton.

J. C. Gaudin 1844

to anchor his gun-boat, which he was in the act of doing, and his seamen busy about the anchor, when the Turks, made desperate by their fears, rose upon our unarmed people, and with their sabres began to cut them down. Our sailors in the launch, as well as a Russian boat, seeing the situation of our men, some of whom had jumped overboard to avoid the strokes of the Turkish scymetars, immediately flew to their assistance, and first throwing in arms to them, were preparing to follow them, when fortunately Captain Hallowell, who perceived the confusion, boarded her, and soon put an end to the fray; the Turks being now as mean in their humility as before they were ferocious in their attack upon unarmed men. All this time the vessel was drifting towards the shore, but was fortunately put about before she grounded. An English seaman seeing one of his comrades cut down by a Turk, instantly attacked the Mussulman with a wooden handspike and beat out his brains: the commander of the gun-boat was also wounded.

Seemingly ashamed of their conduct on the former day, the Turks behaved better on the following, as they suffered their vessels to be anchored in a line before the castle, distant about a cable's length, and began to batter it with some effect, when unfortunately one of their guns burst, killing one, and desperately wounding two more of our people.*

* One of them, named Sunderland, was equally ingenious as brave. He had lately completed a set of leaden aprons, which fitted neatly on the locks of the guns, and secured them from every injury, so that they were always dry and ready for service. He lost both his legs, and died the following night.

This was, on the whole, an unfortunate day for us, as we lost three men killed and five wounded, two of whom died in the evening: among the wounded was Mr. Harpur, boatswain of the *Swiftsure*, who commanded one of the gun-boats; he was hurt by a cable in letting go the anchor.

On the 29th of October several Arabs came off to the *Swiftsure* from Rosetta; one of them, named Houssein, was Tfourbadgi of Rosetta. They were remarkably well-made men, tall, and handsome, with black beards and dark complexions; over their common habit they wore long gabardines of black horse-hair. They seemed anxious to express their gratitude for our endeavours to free them from their invaders. One of them was a pilot for the Bar of the Nile. He engaged to remain with us to conduct our watering parties to the proper place, where we might obtain a supply of that necessary article.

Through the medium of Hadji Hassan and his nephew, we were taught to believe, that these people announced the approach of a large army of the country powers to co-operate with us. As, however, it did not make its appearance, suspicions naturally arose unfavourable to the veracity either of those who came to us, or of our interpreters: at length, by the aid of Mr. Simeon, the dragoman or interpreter of Hassan Bey (who had arrived in the Bay) it was discovered that our hitherto supposed faithful Arab Hadji Hassan, had given us false intelligence. The Tfourbadgi of Rosetta, and the other Arabs, neither did or could promise that the Arabs in that quarter

would assemble a large army. Yet I cannot think that this poor fellow did it from a treacherous motive, or with any intention of leading us into mischief; but as he saw that our hopes of inducing the natives to join us in our attacks upon the French were very high, he, to make himself and countrymen of consequence, repeatedly assured us that they were on their march, and would undoubtedly attack the rear of the French camp while we were annoying their front. His conduct had, however, been very unjustifiable, inasmuch as he had always been treated with kindness and humanity, and told that the sure way to gain our esteem was to relate the truth; he was therefore sent on board a large Turkish ship called the Haptap in disgrace.

About this time we learned that a man of the name of Abdallah Bafha, had come to the squadron off Alexandria: he was a person well known, and possessed of property in the country. He came from Cairo, and brought intelligence that Mourad Ecy had gained a victory over the French. The account he gave was, that the latter were 12,000 strong, the former only 7 or 8,000. That the French made the attack, and lost 3,000 men; the Mamaluks only 300, with several wounded; and among the latter Elib Mahommed Bey, Osman Bey, Selim Bey, Ebudlab Bey, and other persons of consequence. That this action happened on the 21st September, near Rickfiè, a place about a league distant from Cairo; that Mourad had retired into Faioume, not having a sufficient force to support a second attack; but that,

in revenge, he had sent 300 French prisoners to Cairo, after having deprived them of sight and cut off their noses and ears; that Bonapartè had sent these unfortunate men to Rosetta, that the sight of them might not dispirit his troops.

This account, though evidently exaggerated, corroborated others, that induced us to believe the French were by no means in that security they pretended. The difficulties, they had to encounter in this country, which they affirmed in their official details to be entirely subjugated, were very apparent, as we frequently saw convoys of provisions and ammunition parading along the shore escorted by large bodies of horse and foot. When they came to the entrance of the Lake Maadie, and were obliged to halt in order to pass in boats, our boats had an opportunity of attacking them with great advantage, and considerably retarded their progress.

The French could not send either for water or provisions to any distance from their army without a strong detachment of troops. Small parties, that had attempted to procure those necessities, had repeatedly been destroyed by the natives.

On the 5th of November two Egyptian Chiefs named Ibrahim Sheik and Massoud Sheik, came off to the Haptap: they informed us that Mourad Bey was within three days march of the coast with his Mamaluks. Captain Hallowell took them with him to Captain Hood, who was cruising off Alexandria. In the evening a French boat, bearing a flag of truce, accompanied by a Turkish boat, came into the Bay. The

pretended object of their visit was, that the Turkish Admiral, who had been hitherto detained by the French in the harbour of Alexandria, wished to be informed whether the Sublime Porte was at enmity with the French or not. The Turkish officers were referred to Hassan Bey for an answer, who, irritated at their pretended ignorance of a fact so well known, disdained to give them any, and they returned as wise as they came. A heavy squall of wind came on the next day, which had nearly proved fatal to the unwieldy Haptap; in a short time she rolled away her main-top-mast, which perhaps saved her from driving from her anchors, and the gale fortunately subsiding, by the aid of our carpenters the damage she sustained was soon repaired.

This was a sufficient specimen of the imbecility of Turkish sailors, and they too seemed perfectly sensible of it, and were anxious to sail for a more sheltered port.

On the same day Massoud Abdullah arrived with letters from Mourad Bey. This honest fellow must have run much hazard in penetrating by himself through the deserts as far as the province of Faioume, where Mourad then was. The French being masters of all the intermediate country, he ran great risk of falling into their hands, and the consequence would have been certain death, if he had. They made no scruple of destroying the natives on the slightest pretence, and any attempt to convey intelligence from us to the Bey, would have been cause sufficient for the extirpation of a district.

As our water was nearly expended, the *Torride* gun-brig was sent to the mouth of the Nile, and returned with a supply. She was sent again on the same duty, and I received permission to go in her. We sailed by day-break on the 9th, and as it was calm did not make much way, but drifting near the coast, were obliged to anchor: the next day, however, we reached the nearest entrance of this famous river. A French gun-boat, that was anchored there, got under weigh, and retired further up, leaving us unmolested to prosecute our business, which is thus performed. The waters of the Nile, being considerably lighter than the sea, floated on the top like oil. Our people had only to dip their pails, or place their pumps near the surface, and the water was perfectly fresh; but if, through carelessness, they dipped a little deeper, the salt water mixed with it and spoiled the whole. The water, thus obtained, had a red appearance, and seemed of the consistence of cream, but we found that it purged itself after remaining a short time in the casks, and was both palatable and wholesome. While the people were thus employed, I accompanied Mr. Autridge in a boat to a small sandy island in the mouth of the river, where we saw a large flock of pelicans; but having only bullets in our muskets, we did not succeed in killing any of them. From this island we had a pleasant view up the Nile towards Rosetta, whose towers and minarets, appearing above the groves of palms, had a pleasing effect. We also observed a handsome mosque, where the French had established a post, as we could

perceive the tri-coloured flag waving on it. A little to the right, on an eminence, was an old tower, which we conjectured to be that of Abou Mandour, from whence Monsieur Pouffielgue viewed the combat on the 1st of August, of which he gave so accurate and well written a description, as may be seen by referring to the first part of the intercepted correspondence. We also found a skeleton of a camel, probably washed there by one of those storms which frequently do much damage on this coast.

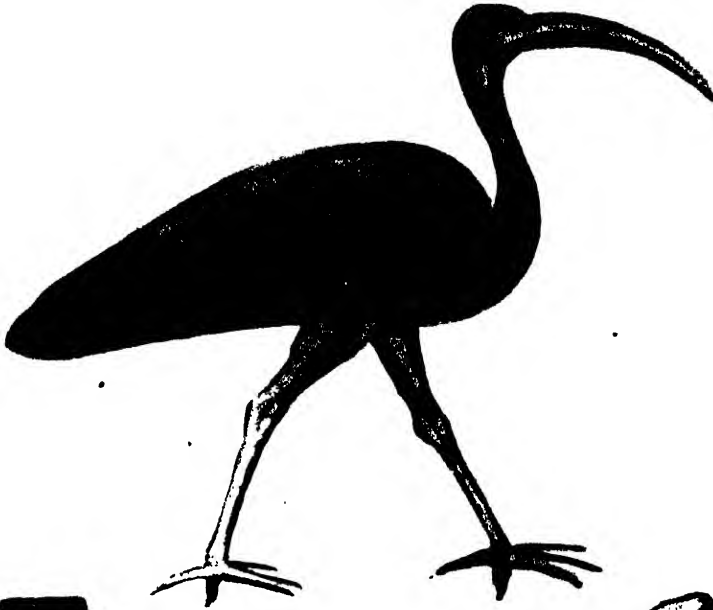
The Torride did not come unattended to this business; no sooner did she sail from the fleet, than several of the Turkish armed vessels got under weigh, not daring to trust themselves so near a French post, without being protected by some British vessel. We went on board one of them, at the request of her commander, and found her to be a handsome vessel, mounting twenty guns, six and nine-pounders. The captain (who was from the island of Candia) informed us, that though under the command of the Grand Signor, the vessel was his own property. Being willing to entertain us in the best manner possible, he ordered supper instantly to be brought in: it consisted of boiled fish and cheese swimming in clear oil. As I had my cue, I fell to work with my fingers, and pinching a piece out, prevented our entertainer from doing it for me; and in a short time this curious dish was dispatched. He then, in defiance of the laws of Mahomet, set before us some excellent Candiot wine, of which he swallowed such large potions as plainly indicated his contempt for the ordinances of his prophet. That our enter-

tainment might be complete, he resolved to treat us with a concert: a wretched ragged Greek made his appearance, bearing a little guitar with three strings, and another accompanied it with his voice; but the music (if it deserved the name) was so intolerably bad, that none but Turkish ears could be delighted with it, and we were glad to retreat from such a medley of discordant sounds. Our vessel having obtained her cargo of water, gave us an opportunity of doing so without giving offence. We accordingly got on board, and sailed for the squadron, and our Turkish convoy made haste to follow us.

The bottoms of the Turkish gun-boats being very foul, Captain Hallowell determined to employ their crews, assisted by some of his own, to haul them on shore on the island, and careen them; but found that it was first necessary to dig a dock level with the water for that purpose; and with incredible labour he succeeded in getting one of them into it. Sea weeds two yards long were found sticking to it, and the whole bottom was incrusted with muscles; many bushels of which were taken off. No wonder, therefore, that they proved so unwieldy and unmanageable in their late attacks on the castle.

In digging the docks several Egyptian reliques of great antiquity were found; the plate annexed is an exact representation of some of the principal of them. No. 1 represents the Ibis, a bird worshipped by the ancient Egyptians, because it destroyed the serpents, that were bred in the mud left by the over-

N^o1



N^o2



N^o4



N^o3



N^o5



W. Williams del.

J. C. Stadler sculp.

Antiques from Aboukir Island.

London: Pub. by T. White, Fleet Street, 1841.

flowing of the Nile: it is of copper, and the body is five inches and a half in length, the head and beak three inches three-fourths, the neck three inches, and the legs three and a half; there were two of these in tolerable preservation. No. 2 is also of copper, of the size of the engraving; it represents some animal in a fitting posture, but what cannot be discovered, as the sculptor does not seem to have a good idea of nature. No. 4 is also of copper, and rather larger than the drawing; it represents the Ibis with the figure of a man before it. These two last appear, from the hollow part at the bottom, to have been fixed on staffs. No. 3 is an alabaster figure of the size represented; and from a small hole drilled at the back, appears to have been worn round the neck as an amulet; from the lock of hair on the right side of the head, it probably represented Osiris. It was found near the skeleton of a man, and with it a great quantity of small bones of birds. The little alabaster figure I afterwards presented to Sir William Hamilton at Palermo, the others I have now in my possession, together with a copper coin found in another part of the island, which is of the date of Basilus.

On this island we turned our little bullocks, thinking they would thrive better there than on board; but lest the French should land in the night and take them off, a guard of sailors was left with them. Had the French possessed the enterprise, which our people have so often shown, they certainly might have taken them in spite of the Turkish gun-boats at anchor

in the Bay, as we could never discover that any watch was kept on board them. Amongst our crew were several Cornish miners; they were employed to dig wells on the island in hopes of discovering a fresh spring; but when they came to water, it proved always very brackish, being only salt water filtered through the sand.

On the 21st a Mamaluk came off to us from Utko: he had been dispatched by Mourad Bey in consequence of the letter conveyed by Maffoud Abdullah. I accompanied the captain on board the Haptap, where Hassan Bey, two Arab Sheicks, and some Turkish commanders, were assembled in divan, when Selim delivered his message from Mourad Bey. This Mamaluk was a Kiachef, or officer of rank, under Mourad, and presented a more pleasing appearance than any of the turbaned race we had yet seen. He related that his master had harassed the French in the province of Faïoume with some success, and that he would be ready at any time to co-operate with us, could we muster 500 men, and the Arabs bring 1000 into the field to assist him; but, fortunately, this could not be accomplished, as subsequent events have proved that a much larger force would have been requisite for such an enterprise.

The plate annexed represents Selim Kiachef on his legs delivering his message to the British, Turkish, and Arab chiefs, who are seated on sofas round the cabin. The old man on the left, looking down, with his hand on his grey beard, is Hassan Bey, the Governor of Rhodes. The Turk on the right



...the detective following a mystery man. Howard Lloyd

...the detective following a mystery man. Howard Lloyd

...the detective following a mystery man. Howard Lloyd

of the picture is Hamet, the Captain of the Haptap, and the second beyond Hassan Bey is Ibrahim, an Arab Sheikh.

On the 25th the Haptap sailed for Constantinople; this unwieldy ship was in constant danger of being lost, and her commander requested she might be allowed to depart."

In the night of the 27th a Turkish boat rowing guard between the island and the castle, fell in with a large dgerm having seventeen Arabs on board, which she brought off: this was thought a great feat, and they were not a little proud of the exploit.

On the 4th of December Hassan Bey sailed for Rhodes, taking with him the Turkish gun-boats and frigates. For the former he had for some time past been greatly alarmed, on account of the exposed situation of the Bay of Aboukir, the nature of the vessels, the unskilfulness of the mariners, and the heavy gales which prevail at this season. Captain Hallowell had suffered great inconvenience from them, as in all emergencies they applied to him for assistance and advice: they frequently had expended all their provisions and water, and the captain of the large frigate, whose province it was to furnish them with those articles, was always very unwilling to do so, and nothing but threatening to write against him to the

" The Haptap is a large Turkish built ship, intended for war or commerce; and is nearly as large as one of our seventy-fours, but very much undermasted. She traded from Constantinople to Alexandria, and her commander Hamet, an Arab, bore an excellent character. On each side of the poop of this curious ship an alcove juts out in the Chinese taste; indeed her whole appearance indicates the builder was a native.

Porte could induce him to act honestly by them. This conduct on his part begat mutiny and disaffection on theirs, and he sometimes had to prefer his complaints against the commanders of those vessels for their conduct. At one time the crew of his own frigate exhibited symptoms of mutiny; he came on board the *Swiftsure* in great trepidation, requesting the aid of the captain, who assured him that he would soon reduce them to obedience by running alongside and pouring a broadside into the ship. This threat not only quieted the insurgents, but equally alarmed the captain for the fate of his frigate, and order was restored. We had a guard boat every night rowing about the Bay, as well to prevent any attempt of the enemy against us, as to intercept their boats when endeavouring to transport provisions from Rosetta to Alexandria.

On the 16th the ship's company was put to a short allowance of provisions, for we had received no supply since we left Syracuse in July: and that there might be no cause for complaint, it was resolved, both by the captain and officers, to put themselves to the same allowance as the ship's company; and all their live stock was appropriated to the use of the sick. This arrangement satisfied the people; and seeing their officers exposed to the same difficulties as themselves, they bore their privation with the utmost cheerfulness, to the no small astonishment of the French; who, from seeing no ships arrive to relieve us, concluded that we must be under the necessity of quitting the coast from absolute want. The truth was, that

the blockaders were as badly off as those they were stationed to guard: if the French were without wine, and possibly sometimes badly supplied with provisions, they had at least the satisfaction of a little more liberty; but we were pent up in our ships, and, except the little island, had not a place to land on.

On the 29th we were relieved by the Seahorse, which took our station, and we joined the Commodore off Alexandria, after having been ten weeks stationed in Aboukir Bay.*

* I cannot omit mentioning the spirited conduct of the young midshipmen, who, during the conflicts between the gun-boats and the French in the Bay of Aboukir, as related in this chapter, eagerly volunteered their services, and always went with the boats.

On the 1st of August, also, these lads remained on the quarter-deck, or fore-castle, during the whole of the action.

The other boys of the ship likewise evinced an equal spirit. One of them had brought a cartridge-box from the magazine to the quarter-deck, and had sat down on it to secure it from the sparks of fire that were flying about; a shot came in at the starboard gangway, and knocked away his combustible seat, and then dismounted a larboard gun. The boy recovered himself instantly, got up, and after carefully wetting the powder that was scattered on the deck, ran for another cartridge, brought it to the same place, and re-seated himself with great composure, waiting till it was called for.

I do not mention these circumstances as peculiar to the boys on board of the Swiftsure only, (for I am well informed that the same spirit of emulation and courage is common on board all our ships) but as a proof of the general spirit of our youngsters, who thus, at an early age, give such ample promise of what may be expected from them when a few more years have matured their judgment.

I must here beg leave also to mention two instances, among many, of the healthiness of the climate on the coast of Egypt. On board the Majestic a man lost an arm and a leg, and suffered the operation of the trepan for a fracture on his skull; he recovered, and is now a pensioner at Greenwich hospital. A boy on board the Swiftsure was struck on the head by a grape-shot, and was obliged to be trepanned twice, yet he recovered; as did also several others who had been desperately wounded.

CHAPTER VIII.

Posta in riva del mar, ed ha vicine
 Immense solitudini d'arena;
 Le quai, come Austro suol l'onde marine,
 Mesce il turbo spirante, onde a gran pena
 Ritrova il peregrin riparo o scampo
 Ne le tempeste de l'instabil campo. TASSO, Canto xvii.

ON the 30th of December the Swiftsure fell in with the Zealous and Lion off the tower of Marabou. We learnt that during the time we were in the Bay of Aboukir, a grand illumination had been exhibited by the French at Alexandria. The pharos, the minarets, and even Pompey's pillar, were brilliantly lighted up, and fire-works were displayed; all this was in honour of their new festival, the anniversary of the founding the Republic. We perceived a material difference in the works around the town; they now bore a formidable aspect. A large sand-hill, that appeared to be at the back of the city, was completely fortified; and from its commanding situation, seemed capable of resisting any attack that could be made on it from insurgents in the city. On Pompey's pillar the tri-coloured flag was hoisted, and a foldier constantly on guard, who could, from that height, give early intelligence of the approach of an enemy.

The annexed drawing represents the castle at the entrance of the new harbour built on, or near, the spot where formerly stood the celebrated pharos, esteemed one of the wonders of the world. The castle is a handsome building, adorned with towers at the corners, and a tall minaret, in the style of most of the Saracenic buildings in this and the adjacent country; behind it, on the right, is the sand-hill above mentioned. From the castle to the main-land extends a long causeway over arches, and on the right of the whole is Pompey's pillar, with the French flag displayed on the top of it. On the left of the harbour, among the ruins of the ancient city of Alexandria, is the column known by the name of Cleopatra's needle. I could not but regret the circumstances of the times, which prevented a nearer inspection of these venerable remnants of antiquity; but they have all been ably described by those celebrated travellers Norden and Pococke, and by several subsequent writers, as well as the French literati of the present day, so that nothing new could be said on them.

The French had been busy in rendering the castle more capable of resisting any attacks upon it; they had levelled the battlements on the lower part, and erected a battery of guns and mortars on the platform, with which they frequently annoyed us, as, in the course of our cruize, we sometimes approached within the range of their shot.

The city is situated in the middle of barren deserts of sand, having on one side the lake Mariotis, which is nearly dry, and



1855. Williams 1855

1855. Williams 1855
1855. Williams 1855

1855. Williams 1855

a branch of the lake Maadie, or Aboukir, on the other. The appearance of the buildings of the new town is the same as is generally found where the Turks have been long settled, mean in their architecture, the streets narrow, dark, and dirty.

On the 3d of January a sail was discovered endeavouring to escape: she was pursued and captured by the *Lion*, and proved to be a French corvette of 10 guns and 77 men, named *Le Chasseur*: she bore dispatches from Bonapartè to the French Directory, which were thrown overboard and lost.

We now often experienced those heavy gales of wind that at this season of the year do so much damage on the coast. The new port, being open to the sea, is often a scene of dreadful devastation: if one ship drives from her anchors she is sure to run foul of another, which experiences the same fate, and communicates it to a third, till the whole are involved in the same destruction. The policy of the Turks was very inimical to the pursuits of commerce; for the old harbour, which is completely sheltered from the effects of the weather, was appropriated only to the ships of Muffulmen; the merchantmen of all other nations were obliged to run the hazard of the new and dangerous port.

On the 12th we fell in with the *Fortune* polacre from St. John d'Acre; from her we received a small supply of wine and onions, but she brought no live stock. Lieutenant Davis informed us that the plague had broke out afresh at Rhodes, and that a French vessel from Egypt, having on board her a

brother of General Bonapartè, had been captured by the Turks, and taken to the island of Scio. During his stay at Rhodes a slight shock of an earthquake was felt there.

While on the Egyptian coast we had frequent communications with the enemy. At one time the Commander in Chief sent two officers to offer us a supply of vegetables: from our long cruise on this inhospitable coast, he concluded we must be in want of such refreshments; yet we had the ingratitude to think that his civility was only a cover for his curiosity; it was natural to suppose he wished to know the state we were in, and how we bore the privations attendant on such a long and unprofitable cruise. Being aware of this, all possible civilities were shown to the French officers; and that they might be the better able to judge of our abilities to continue on that station, they were conducted into the several parts of the ship, even to the lower decks. They could not conceal their surprise at the healthiness of our people, the cheerfulness that appeared on their countenances, and the regularity and good order that reigned throughout.

In the course of conversation after dinner one of them remarked, that we had made use of unfair weapons during the late action, by which, probably, the Admiral's ship *l'Orient* was burnt; and that General Bonapartè had expressed great indignation at it. In proof of this assertion he stated, that, in the late gun-boat attacks, their camp had twice been on fire, occasioned by balls of unextinguishable matter which were

fired from one of the English boats. Captain Hallowell instantly ordered the gunner to bring up some of those balls, and asked him from whence he had them. To the confusion of the accusers, he related that they were found on board of the Spartiate, one of the ships captured on the 1st of August.

As these balls were distinguished by particular marks, though in other respects alike, the Captain ordered an experiment to be made in order to ascertain the nature of them.

The next morning I accompanied Mr. Parr, the gunner, to the island; the first we tried proved to be a fire-ball, but of what materials composed, we could not ascertain. As it did not explode, which at first we apprehended, we rolled it into the sea, where it continued to burn under water; a black pitchy substance exuding from it till only an iron skeleton of a shell remained. The whole had been carefully crusted over with a substance that gave it the appearance of a perfect shell. On setting fire to the fuse of the other, which was differently marked, it burst into many pieces; though somewhat alarmed, fortunately none of us were hurt.

People account differently for the fire that happened on board of the French Admiral; but why may it not have arisen from some of these fire-balls left, perhaps, carelessly on the poop, or cabin, where it first broke out? and what confirms my opinion on this head is, that several pieces of such shells were found sticking in the Bellerophon, which she most probably received from the first fire of l'Orient.

On these occasions we picked up some curious anecdotes that attended the invasion and proceedings of the French armies in their progress up the country; among others, one that does not speak highly for French gratitude. When the news arrived at Cairo of the capture of Alexandria by the Republican troops, a great fermentation took place in that city. There were many Franks^y at that time there. Against the French, of course, the severest vengeance was denounced; and they would all inevitably have been murdered, but the humanity of the wife of Ibrahim Bey, a Mamaluk leader, saved them. Moved with pity for their situation, she took them all to her house, and concealed them there till the arrival of the French army under General Bonapartè. The General, as well as the rest of his followers, expressed their admiration at the conduct of this woman, but it did not save her from a heavy contribution levied on her husband, which, as he was absent with his Mamaluks, she was obliged to pay.

An instance of summary justice occurred soon after the landing of the army, which was by some condemned, by others approved. A soldier was detected in taking a turkey from an inhabitant; General Bonapartè instantly ordered him to be shot. All this in military justice is allowable, where the same strictness is observed towards the higher orders, but it is well known they plundered without controul.

^y Christians of all countries, are so called by the Mahometans.

A quarter-master of dragoons was tried for some crime by a court-martial, and was condemned by it to the galleys for life, agreeable to the constitutional law. When the sentence was reported to Bonapartè, he broke all the officers of the court-martial, and ordered another to be assembled to try the criminal, having first made a law by which the crime of which the culprit was accused, should be punished with death. Being as before found guilty, he was condemned on this (*ex post facto*) law, and suffered death accordingly!

We were told from good authority, that not long since a conspiracy amongst the Turks was suspected; General Bonapartè instantly introduced the new system of domiciliary visits, and, on searching the houses, papers were found concealed in the trousers of the ladies. These papers, it was said, disclosed a plot that had been formed to murder all the French that were at Alexandria; and on the same day, the same scene was to have been acted at Cairo.

On their first arrival at Alexandria, the French new modelled the laws and customs of the Turks (as they have invariably done wherever they have gained a footing); they formed a municipality, consisting half of Turks and half of French. It may be surmised, that the story of the treasonable papers found on the women was of the same kind with those which have so frequently been fabricated by the revolutionists to answer particular purposes; be that as it may, the French soldiers searching the women, of course, gave great offence to the Mahometans.

Soon after the defeat of the French fleet in the Bay of Aboukir by Admiral Nelson's squadron, the army of General Bonapartè at Cairo broke out into open rebellion, and declared they would not march a step further; that they perceived they were brought to Egypt to be sacrificed; and they even threatened to massacre all their officers. In this emergency, Bonapartè called out all the troops, and addressed them to the following purpose.

“ My comrades and fellow-foldiers! when this expedition was decreed in France, I requested, and obtained, leave to chuse my own foldiers. Whom did I chuse but you, with whom I had so often fought; you, the brave army of Italy! Let me, therefore, request you would fully the character you have always borne in the face of the world, but act with that attention to good order and discipline that has hitherto made you the first army of France; and here I engage, that every one of you shall return to France in six months, *or let my head be forfeited to your revenge.*”² This, for the time, had its effect, and discipline and good order were re-established.

By the French we frequently were told of battles having been fought with the Mamaluks, in which sometimes thousands of the latter were stated to have fallen. This appeared very extraordinary to us, who had always been taught to believe that the greatest number of the Mamaluk cavalry never exceeded 8000; and since the French arrived in Egypt, they had been

² So it would have been, had they caught him before he ran away from them in the year following.

divided, part of them being with Ibrahim Bey, who retired into the deserts towards Syria, the rest with Mourad Bey in Faioume.^a The mode of attack of these brave, but ill-disciplined troops, was extremely irregular; they advanced in small parties, at full speed, up to the bayonets of the enemy, who were drawn up in regular order to receive them. They first discharged their carbines, next their pistols, and then made the last desperate attack

^a The following translation of a letter, written by the unfortunate Admiral Brueys to his fleet, on receiving the news of the capture of Cairo, with the observations on it by an officer who was with the French army, will prove how widely they depart from the fact in relating the events of their successes.

LIBERTY—EQUALITY—*On board l'Orient, the 10th of Thermidor, the 6th year of the French Republic, (29th July 1798, only three days before the action in Aboukir Bay). Admiral Brueys, commander of the naval forces of the Republic in the Mediterranean, to the Naval Army.*

Long live the Republic! my comrades, our brave brethren in arms have obtained possession of the city of Cairo, the capital of Egypt, in the defence of which the Beys had placed all their hopes and exhausted all their resources. *Ten thousand* Mamaluk cavalry attacked our troops with impetuosity, but were briskly repulsed; *a thousand* of them were cut to pieces, a much greater number drowned in the river, and all the rest, struck with the greatest terror, put to flight, being almost all wounded. We have taken all their baggage, *three hundred camels*, and *more than three hundred horses richly caparisoned*. General Bonapartè and General Vial, attended by their brave soldiers, took *the fort by storm*. The city of Grand Cairo, which contains 400,000 inhabitants, has sent deputies to meet the army. General Bonapartè made his entry there in the midst of the acclamations of the people. The capture of this city insures to us the conquest of Egypt, and adds one of the finest palms to the trophies of our victories. May we, my companions, be so fortunate as soon to find an opportunity of distinguishing ourselves at sea by *a complete victory over the English*. Long live the French Republic! Long live the French People!

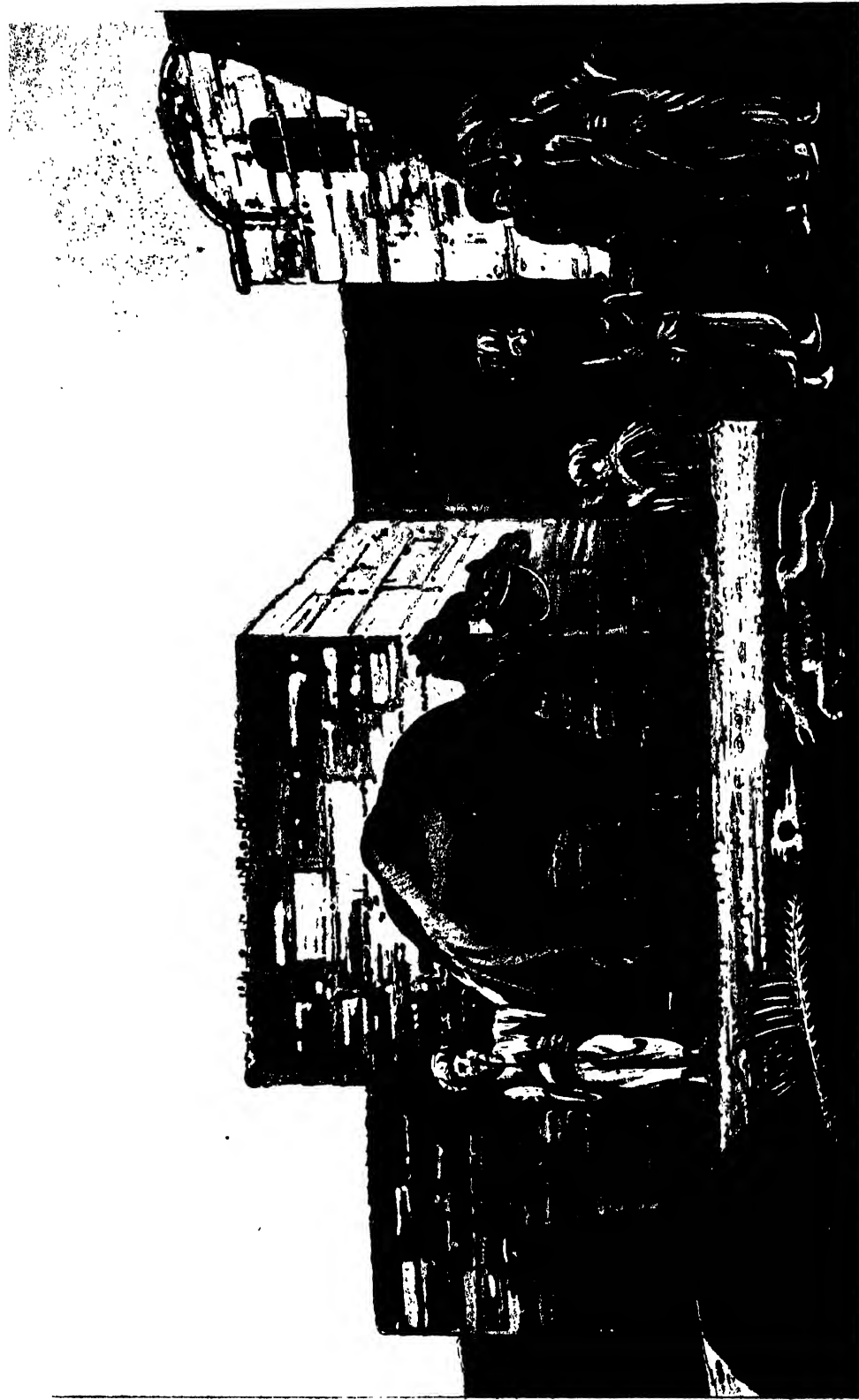
Observations on this letter by an Officer who accompanied the army.

The city of Cairo *was not defended*. *Four thousand* Mamaluk cavalry, under the command of Mourad Bey, attacked the different divisions formed in a square battalion, but were repulsed. Their loss both in drowned and killed by the cannon and musketry amounted to *four hundred*. I am ignorant of the number of the wounded, because they carried them all away with them. A retrenchment, which was only a little ditch with some cannon planted behind it, was taken, as were also about *ten camels and fifty horses*. The army entered into the city of Cairo on the next day without meeting with any resistance.

with the sabre; after which they wheeled about and retreated as fast as they advanced. In this desultory mode of attack they were open to every disadvantage: in the first place, they had no covering artillery, but were themselves exposed to that of the French, which is allowed to be the best in the world; and on their near approach they were received by a steady fire of musketry, whilst their own aim on horseback, and at full speed, must be very imperfect; but if, escaping these dangers, they came to close quarters, the bayonets of the French could not protect them from the force and skill of the Mamaluk sabre, which bearing before it every resistance, hewed down all that came within its reach. The French officers who came to us, reported that the stories we had heard of the skill and power of the Mamaluks with the sabre were literally true, and that if they were disciplined according to European tactics, they would be the finest cavalry in the world. The mode in which they are exercised to the use of the sabre is curious; bags stuffed hard with cotton, are placed upright the height of a man, and till a soldier can cut through one of these with a single stroke, he is not accounted a skilful Mamaluk.^b

On the 19th of January, the Commodore ordered the Swiftsure to proceed to St. Jean d'Acre to procure provisions, for

^b The Mamaluk, in action, wears a metal helmet under his turban, having strong bars of iron to draw down and guard his face from the stroke of the sabre. Under his cloak he has a quilted jacket lined with steel net-work that will resist the sharpest sword and almost turn a bullet.



L. C. Stadler sculp

I stand in Giffy.

Cooper, Williams del.

which the whole squadron was now in great distress, and we accordingly made sail for that place.

On the 22d, by break of day, we descried Mount Carmel, and in the afternoon anchored in the centre of the spacious Bay of Acre. The plague, which raged at St. Jean d'Acre, prevented any further communication with the shore on that side than was absolutely necessary to procure provisions and water;^c but I saw enough of that place to raise my astonishment at the gallant defence it made a few weeks after, when a band of British seamen and marines under Sir Sidney Smith, with the Turkish garrison, were successful in defending those rotten and ruined walls against the flower of the French army; and that army under the command of one of the most successful Generals of the age. The next day we anchored nearer the southern side of the Bay, about a mile and a half from the town of Caïffe, which is situated at the foot of Mount Carmel. This place has by far the most miserable collection of human habitations I ever beheld: it is nearly square, and surrounded with a high wall of no great strength; at the corners are square towers, and at the entrance from the sea-shore is a tolerably well built castle. The streets exhibit a frightful specimen of human misery, being very narrow and full of mud; and to add to the

^c The Honourable Lieutenant Eylmer, who commanded the watering party, informed me, that in the crowd that came down to the shore, was our old acquaintance Hadji Hassan, the Arab, who was left here by the Haptap, which ship had sailed for Cyprus. Poor Hassan seemed very happy to see an officer of the Swiftsure; and, notwithstanding the orders to the contrary, pressed forward to shake him by the hand. He now gained a livelihood by selling sherbet about the streets.

disagreeable picture, dead carcases of dogs, horses, or camels, were suffered to rot in the public ways without being removed. The houses are all flat-roofed; most of them have neither floors or windows, and, in fact, are no better than hovels. In a small area before the house of the Governor, was a train of artillery, chiefly howitzers, or carronades, mounted as field-pieces. They were of brass, and neatly finished.

We hastened to enjoy a ramble into the adjacent country: proceeding out of the western gate, we turned to the left, and ascended the hill which rises immediately behind the town. At the distance of a quarter of a mile we arrived at a square castle, with only one small entrance, and quite unornamented by architectural embellishments. It appears to have been formed more for the purpose of overawing the town than of defending it. From thence we continued to ascend through a grove of olives till we arrived at a steep and rocky path, by which we, at length, reached the top of Mount Carmel.

From this height we had a delightful view of the surrounding romantic country.^d Directly under us appeared the town of Caïffe; to the right extended a level plain of apparently rich land, watered by the rivers Belus and Kishon, and bounded by the mountains of Nazareth.^e

^d I made a sketch of the scenery described; an engraving from which is here given.

^e It was not possible to view this country without calling to mind the wonderful events that have occurred in it at various periods from the earliest times; more particularly, the sacred life and history of our Redeemer, pressed foremost on our minds. One thing struck me in the form of the houses in the town now under our view, which served to corroborate the account of former travellers in this country,

Upper Mermaid Hill



The view of the river from the top of Mermaid Hill

Upper Mermaid Hill

On the northern side of the Bay, on the sea-shore, is situated the city of St. Jean d'Acre; above which, among the mountains, we perceived a large castle, but could learn no account to whom it belonged; it had very much the appearance of those strong holds we read of in romances. Over these mountains, at the distance of twenty miles, the towering heights of Mount Lebanon raised their snowy heads. The summit of Carmel, though perfectly wild and uncultivated, had its peculiar beauties. Small grass-plots of the finest herbage were surrounded by flowering shrubs of various kinds; among which the arbutus and dwarf-oak bore a conspicuous character. The acorns of the latter feed the wild boars, which are numerous in this country. Of these animals we were fortunate enough to procure two, which, when brought on board, proved a delightful repast to men who had been at a short allowance of salt provisions for six weeks, and to our palates were preferable to the finest venison. Whether it was that circumstance or not, I cannot undertake to determine, but we certainly

explaining several passages of scripture, particularly the following. In Matth. ch. xxiv. v. 17, our blessed Saviour in describing the distresses which shortly would overwhelm the land of Judea, tells his disciples, that "when the abomination of desolation is seen standing in the holy place, let him (says he) which is on the house-top not come down to take any thing out of his house, but fly," &c. The houses, in this country, are all flat roofed and communicate with each other; a person there might proceed to the city walls and escape into the country without coming down into the street. Though I am aware that it may be objected that this and most of the places now existing are of a much later date than the times when this prophecy was pronounced; yet as the dress and appearance of these people have suffered little change, so, in all probability, the general form of the buildings has been transmitted, and, though meanly, copied.

thought the flesh had much more the flavour of venison than of pork.^f

But to return to Carmel: the western extremity extends towards the sea, where it terminates in an abrupt point, on which is a monastery of Carmelite monks, that takes its name from the mountain. This monastery is the parent stock of the religious houses bearing the same appellation in Europe. Beyond this point, the Mediterranean sea presented an expanse of water farther than the eye could reach. After enjoying the prospect which the scenery around us so amply afforded, we descended towards the eastern side of the town; near the base of the mountain we came to several caverns, which by the natives are called the Seven Caves; they appear to have been the foundations and undercrofts of spacious buildings, of which, except these hollows, not a vestige remains. They are now the habitations of profligate women, who are never admitted within the walls of the town. As the Turkish army was collecting in the neighbourhood, we saw several of these women with the Turkish soldiers, and as they were the only Mahometan females we ever saw without their veils, they became objects of curiosity. Of two, that were near these caves, one seemed to possess a certain degree of beauty; but in order to render their eyes more brilliant, a dark line was drawn round the edge of each eye-lid: to our sight it had the con-

^f The Greeks who were employed to procure these animals, having first cut off their heads, were obliged to cover them with a cloth as they brought them down to the boats, for the Mahometans hold them in the greatest abhorrence.



L. C. Stoddard - sculp.

Coffee and Mount Carmel.

London Pub. by J. White, Fleet Street, 1857.

J. J. Williams del.

trary effect. Their hair, which was very long and black, was braided in a curious manner, and the nails of their fingers were dyed of a pink colour.

We next entered into a spacious burial-ground, extending from the eastern gate of the town for several furlongs; from hence we walked through some gardens, or grounds that appeared occasionally to have undergone a partial tillage, and were watered by wells at short distances from each other, which supplied cisterns with fresh water, from whence it was conveyed by low aqueducts, or troughs, to the roots of the vines and fig-trees, which were in great abundance; as also some fine date-trees: at the foot of one of them I sat down and took the annexed sketch of the town of Caiffe, and adjoining scenery. The climate of this country may be estimated by the general appearance of vegetation at this season of the year.^b The trees were again putting forth fresh buds, and the grafs on the sides of the hills was in high verdure; the weather was warm and pleasant. Between the gardens and the sea is a sandy plain which furrounds the Bay; on which is the high road from Caiffe to Acre: the multitudes of passengers, chiefly foldiers, passing between us and the sea, some on horseback, others on camels, or on foot, formed a pleasing variety in the landscape. The plague, which I before said was now in the latter town, seemed to make little or no impression on the

^a This mode of painting on the edge of the eye-lids is common throughout the East. By the Turks the composition used for that purpose is called *furmè*.

^b The 25th January.

people of the country, who resorted thither as usual, unconscious or careless of the danger of infection. It is no wonder, therefore, that this dire scourge should extend itself in a short time over the face of a country where so little care is taken to prevent it. On our return to the town we paid a visit to the monks of the monastery of Carmel, who had been driven from their residence by the Turkish soldiery. We saw only two of them, who were Italians. The prior was just dead of the plague; and these poor monks were in a miserable hovel, destitute of every comfort. However mistaken may be the zeal of these men, we cannot but admire their fortitude. Banished from their homes, and resident among a savage people, by whom they are objects of scorn and derision for their faith; they are besides exposed to the rapacity of the government, which frequently raises heavy contributions on them, at least, as much as they can pay; and oftentimes turns them out of their retreats to suit its own convenience.

On our return on board the *Swiftsure* we found several large boats alongside, loaded with rice and other articles, which Dgezzar Pacha, the governor, had sent as a present. We also received ample supplies of live stock,¹ sheep, and bullocks; and our boats were busily employed procuring water at Acre, the Pacha having appointed a guard to protect them from any

¹ The Captain also procured several milch-goats, which had a very peculiar appearance: the ears are pendulous, and of an extraordinary length; I measured one of them, and it was two feet long. The body was covered with shaggy black hair like the goats of Europe, the head was like a sheep, the horns black, short, and bent downwards.

interruption from the natives; and when our officers waited on him, some Janissaries cleared the streets as they passed, that no infection might be communicated to them. The Pacha^k is a venerable old man, with a beard as white as snow, yet he possessed great activity, both of mind and body, and seemed to be endowed with a much larger share of energy and spirit than characterised the generality of his countrymen; but, on the other hand, he was cruel and oppressive in the extreme: several circumstances happened at the time we were there, that sufficiently proved the former; and from Mr. Malagaba,^l our consul, we learnt, that lately he had put to death the whole of the officers of his customs, whom he suspected of defrauding him in collecting his revenues. His mode of punishment was very summary; the unhappy objects of his suspicion, to the number of fifty-nine, were drawn up on the strand where his cavalry used daily to exercise; and on a signal given, the soldiers attacked them with their sabres, and flew them all, leaving their mangled carcases exposed on the beach. We were also told, that lately, in a fit of jealousy, he had put to death all his wives: a Frenchman having penetrated his haram was the cause; fortunately for him he escaped.

The city of Acre has at different periods borne various names, as Acco, Acca, and Ace. Having been enlarged and beautified by Ptolemy the First, it was called Ptolemais; but,

^k Dgezzar had lately received the Grand Seigneur's firman, creating him governor of all Syria, and commander in chief in Upper Egypt.

^l The person acting as British vice-consul here is an Italian.

as it seems the Turks have invariably discarded both Greek and Roman names, it now goes by its ancient appellation of Acco, or Acra. The Knights Templars of St. John of Jerusalem were put in possession of this, their last retreat in the Holy Land, by Richard Cœur de Lion; from them it is now, by Europeans, called St. Jean d'Acre. They gallantly defended it for a long time against the Saracens; but, at length, oppressed by superior numbers, the place was taken by assault, and a most horrible carnage ensued.

It was in this city that our Prince, afterwards Edward the First, was wounded by a poisoned weapon, and, as we are told, owed his life to the affection of Eleanor his wife, who sucked the venom from the wound. It was here also that a convent of nuns immortalized themselves in defence of their virtue by an act of heroism scarcely credible: when the city was taken by the Mahometans in the year 1291, the lady abbess called her flock together, and proposed to them to excite horror rather than desire in the breasts of the Barbarians, who had just entered the town, by disfiguring their faces, and she herself set the example. When the soldiers entered the monastery, and instead of beautiful virgins, as they expected, found only objects of disgust, with faces mangled and deformed, their lust was converted into rage, and, in their disappointed fury, they put them all to death.

As Jerusalem was only three or four days journey from Acre, I obtained leave from Captain Hallowell to proceed

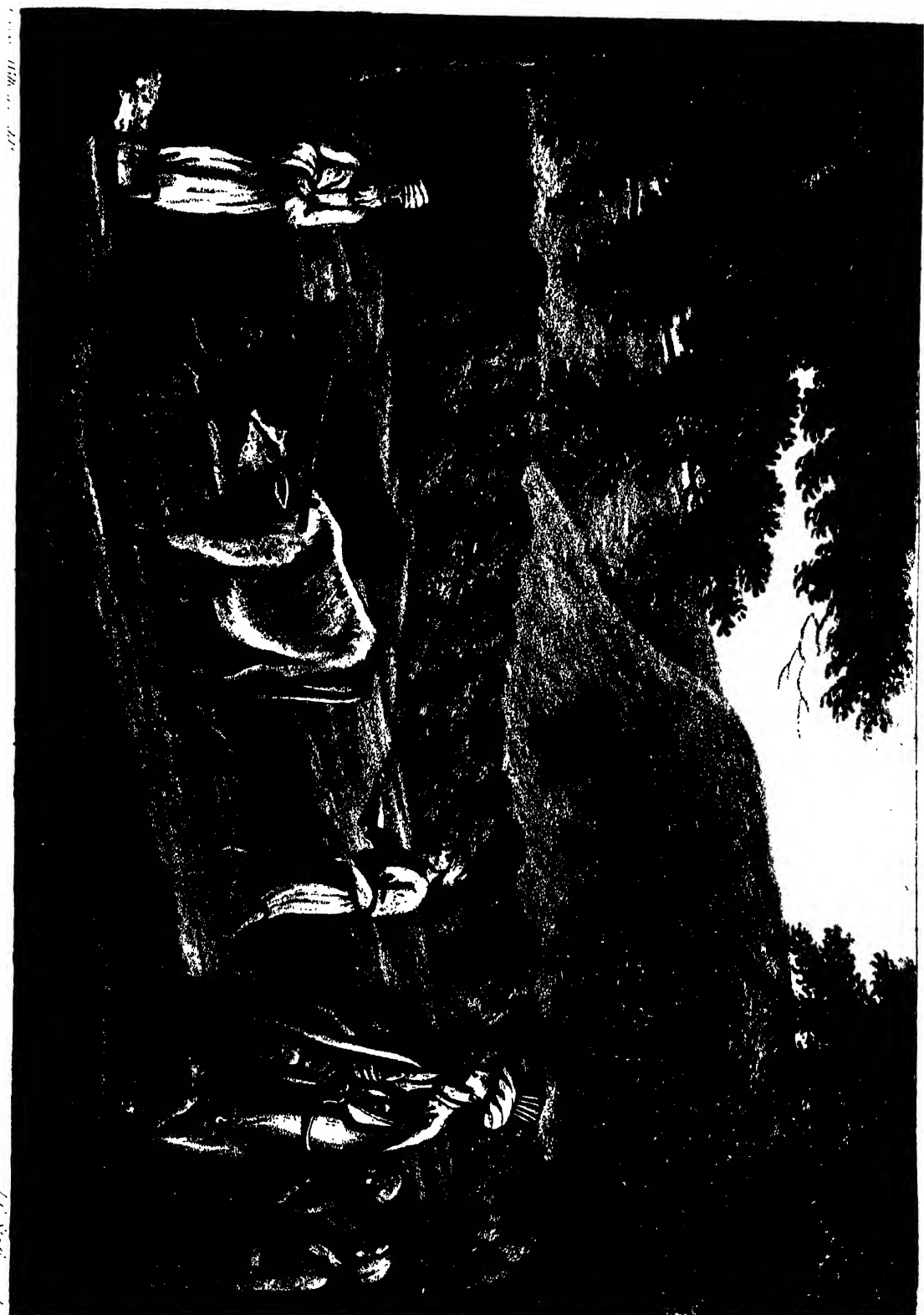
thither, but it was first necessary to obtain permission from the Governor. Mr. Malagamba, who acted as British consul, was consulted on the occasion; he promised to speak to Dgezzar on the subject: he succeeded in obtaining his approbation, and a promise that he would appoint two Janissaries to accompany me. I had provided a Turkish habit, and suffered my mustachios to grow; and though I much wished to have a companion of my own country, yet an eager desire to behold a place so celebrated, determined me to proceed. The following day, however, the consul prevented the journey; he had discovered that Dgezzar suspected I was a Frenchman, nor could any thing he urged in my behalf, persuade him to the contrary. This curious old man professed magic, and declared he was not to be deceived; with such a prepossession against me it would have been madness to proceed, and I reluctantly gave up the attempt.^m Indeed the many instances we daily saw of the severity of the Pacha, afforded sufficient cause to dread the worst effects from his suspicions. Among the people, who brought off rice and other provisions to us, were many who bore the marks of his vengeance: some of them had suffered amputation of one hand, others were deprived of an eye, or had their noses slit, or ears cut off; one poor wretch had recently been entirely deprived of his sight.

^m As, from subsequent events, it appears that the French army under Bonapartè was at this instant on its march to Syria, it is fortunate for me that I did not attempt the journey, as, in all probability, I should have fallen into their hands, if I had escaped the poignards of my guides.

Being thus circumscribed in my progress, I was resolved, however, to see as much as was possible: accordingly, I again landed at Caïffe with Captain Allen and Lieutenant Witts of marines. We proceeded towards the promontory of Carmel, Signior Salina, the vice-consul's deputy, being with us. In our walk we passed by a field then under tillage: a neat old man, who seemed to be the farmer, was overlooking his plough, which was then turning up the glebe; at the same time a Turkish officer coming up and entering into conversation with Salina, I made the sketch which is here given. We proceeded by olive groves till we began to climb the rugged path leading to the monastery, which, I before observed, is situated on the western point of Carmel; we found it occupied by a detachment of the Turkish army, who had miserably defaced it: part of the chapel was destroyed, and only the walls remained. It is a large handsome building, capable of containing from thirty to forty monks. Under the chapel was the cave of Elijah, which we entered, and found it was in its original state, being a simple excavation in the rock; in one corner a small altar was erected by the monks: the Turks, who also respect the memory of Elijah, had left this place as they found it.

After taking on board a plentiful supply of rice, and also a number of oxen,ⁿ which, in general, were very small, we sailed from the Bay of Acre on the 28th of January. The wind

ⁿ These oxen were so small that ninety-seven were taken on board the Swiftsure; they were generally not so large as a common English calf. Many of them, though full grown, weighed only sixty pounds.



being unfavourable, it was ten days before we came in fight of our squadron off Alexandria; and, to our surprise, perceived no less than eight sail, five at anchor, and three under weigh. We were shortly joined by the *Theseus*, Captain Millar, who gave us the pleasing intelligence that Commodore Troubridge, in the *Culloden*, had arrived; and that the *Zealous* and *Swiftsure* were to be relieved from their long and weary cruise on this unproductive coast.*

* In the fifth chapter, page 90, I mentioned the arrival of his Majesty's ship *Lion* of 64 guns, off Alexandria. She was commanded by Captain Manley Dixon. This ship had been dispatched by the Earl of St. Vincent to reinforce Admiral Nelson's squadron.

On her passage up the Mediterranean on the 5th July, she fell in with a squadron of four large Spanish frigates.

At the time the enemy were first discovered, the *Lion* was steering east under a press of sail. Captain Dixon instantly resolved to bring them to action in the closest manner possible, and communicated the same to his officers and ship's company, which being received with the most cheering symptoms of satisfaction by all, he took in studding-sails and cleared for action. At a quarter past eleven the action commenced with a heavy cannonade on both sides. The third frigate from the van having lost her foretop-mast, Captain Dixon thought that by directing the principal aim of his attack against her he should secure a general action, supposing that the noble-minded Spaniard would never leave a friend in distress: steering therefore for the crippled ship, which was now become the sternmost in the line of battle, the other three frigates tacked in succession, and passed the *Lion* very gallantly within musket-shot; but as their line after tacking was by no means a close one, they each received a well-directed broadside from the *Lion*; the good effect of which was very visible by their standing a considerable time on the same tack.

Captain Dixon still continued to pursue the same ship he had before made his principal object; which sailing nearly as well as the *Lion*, did much damage to her rigging by her stern chafes. The three other frigates made a second close attempt to support her, but not so close as the former, and were each fully repaid by an exchange of broadsides. At length the *Lion* closed with the crippled ship, pouring in a destructive broadside, the yard-arms being just clear of each other. At this period the *Lion* having all her braces, bow-lines, clue-garnets, &c. shot away, and her sails cut to pieces, was rendered totally ungovernable. The three frigates made one more effort to protect and cover their distressed consort, but in vain. The *Lion* being at length by great exertions and labour brought round on the same tack with the frigate, which had now struck her colours and substituted the English ensign in their place,

Captain Dixon took possession of her in the face of the three remaining frigates, who were distant about two miles on the weather-bows.

The frigate captured proved to be the Dorothea of 42 guns and 370 men, commanded by Don Manuel Gerrard. From the prisoners Captain Dixon learned that the frigates that escaped were the Pomona of 42 guns and 350 men, Felix O'Neil commodore, Don Francis Villamil commander; Cafilda of 42 guns and 350 men, Don Deam Errara captain; Proserpine of 42 guns and 350 men, Diag Bial captain. They had all sailed from Carthagena on the 8th instant on a cruize.



CHAPTER IX.

Illi robur & æs triplex
 Circa pectus erat, qui fragilem truci
 Commisit pelago ratem
 Primus HOR. lib. i. ode 3.

THE ships that had arrived with Commodore Troubridge were the *Thefeus*, Captain Millar, the *Perfeus*, Captain Ofwald, and the *Bulldog*, Captain Drummond; the two latter were bombardes, and were supplied with heavy iron mortars of a new construction.

On the 10th of February fix vessels came out of the harbour of Alexandria and several dgermes; the latter escaped to Rosetta, the former were brought into the squadron by the *Bulldog*. The following day some of them were sent in again; from those detained, we learned that the French daily lost from thirty to forty men of the plague.

The *Bulldog* and *Perfeus*^p twice bombarded Alexandria, which so alarmed the ships in the harbour, that several of

^p These vessels stood towards the town as the evening closed, and threw in their shells as they proceeded: by shifting their situation the enemy's shot never hit them; but in the attack on the second night, the mortar on board the *Perfeus* burst, killed and wounded several of the crew, and nearly carried away the main-mast; she was of course rendered for the present unfit for further service of this kind.

them came out; among the rest, the Turkish Caravella of 64 guns, bearing an admiral's flag. As intimation of some Frenchmen being on board her had been communicated to our Commodore, the Turkish Admiral was interrogated on the subject,¹ and, at length, acknowledged that the pilot was a Frenchman, and that one of the *şavans* charged with a secret commission from Bonapartè, was also in the Caravella. Captain Hallowell was directed to bring him on board. On entering the ship he found several persons, apparently Turks, smoking their pipes in the cabin: from a hint he received, he seized one of them and declared he was a Frenchman; which, after some hesitation, the other in great alarm confessed; and he was taken on board the Culloden. He proved to be Monsieur Beauchamp, who had for a long time resided in different parts of the Ottoman dominions, and was perfectly master of the language. Bonapartè had directed him to use his endeavours to induce the Sublime Porte to enter into terms of amity with the French; and at the different islands he should touch at, in his voyage to Constantinople, he was to try to persuade the governors to send provisions and other necessaries to the French army in Egypt, and to induce them to enter heartily into the French cause. As his mission was of such dangerous import, it was thought right to send him to Constantinople, and the

¹ The Turkish admiral had engaged to convey Mr. Beauchamp, with secrecy to Constantinople, and had left his own son and some of his principal officers as pledges of his good faith; the perilous situation in which he had left them, and the danger they were exposed to by the disclosure he made, seemed to have very little effect on his mind.

Swiftsure was directed to carry him to Rhodes, from whence he would be forwarded by Haffan Bey.

The same day that the Turkish line-of-battle ship came out, a flag of truce also came from Alexandria: Captain Barri, a French naval officer, was in the boat. As it was known that the plague was in Alexandria, the boat was not allowed to come alongside, and the communication was carried on by word of mouth from the stern of the ship.

On the 14th of February the Swiftsure failed from the coast of Egypt, having the Turkish Caravella and two Greek vessels in company; but the Turk proved so bad a failer, and leaky withal, that we were obliged to bear up for Cyprus.

On the 17th we anchored in the Bay of Limesol, to the eastward of Cape de Gatte; here we found our old acquaintance the Haptap: that unwieldy machine (for it hardly deserved the name of a ship) had first made the Bay of Acre, and next came to this place; but as the weather was now daily growing worse, and Hamet the captain had dispatches for the Porte, he left his ship here at anchor, and proceeded to the coast of Carmania, from whence he went by land to Constantinople. Soon after our arrival a Turkish ship came into the Bay, and anchored near us; her commander came on board, and reported that he was one of three ships which had failed *three months ago* from Smyrna loaded with provisions and supplies for our squadron off Alexandria; he further stated, that four days since he was off Alexandria, but seeing nothing of our squadron, he had

bore up for this island. The fact is, that long ere he made the coast of Egypt, and, consequently, before he could discern our squadron, his fears had impelled him to return, lest he should meet a French cruizer. This is one among very many proofs we had of Turkish indolence, cowardice, and imbecility. Whenever Egypt is in their power again, unless they have better protectors than their own troops and navy, the French, or any other nation so inclined, may once more make themselves masters of it. As soon as we anchored in the Bay Mr. Gamble, the purser, went on shore to procure wine and bread for the ship; heavy squalls prevented the supplies coming off with the usual expedition.

On the 19th the weather grew worse, there was a great swell, and the Turkish man of war rode heavily: at length she gave the signal of distress by firing several guns; on which Lieutenants Eylmer and Mudge, with a carpenter, were dispatched to her assistance. At three o'clock p. m. the gale increased, and we drove at our anchors; but, at length, brought up again in thirty-seven fathoms. In the evening the gale subsided, and we learned that the Caravella was safe, but as the leak gained upon her in the late gale, the Turk was so alarmed that he had given her up for lost, and fired the signals of distress as before mentioned.

Limesol is a small town built of brick, or clay, that appeared to have been dried in the sun; it has a square castle, and a small open battery on the beach. About two leagues to the

eastward of the town are some ruins which now bear the name of Old Limefol, but are supposed to be the remains of the city called Amathus, in which was a temple to Venus, the tutelar goddess of the island, and which was also the capital of the island. History tells us, that Richard the First of England being on his journey to the Holy Land, was refused permission to take in water at this place. On his return he took Isaac, king of the island, prisoner for this indignity, and sent him in silver chains to Tripoli. Mulberry trees and vineyards abound here, and the best wine in the island is the product of the environs of Limefol.

On the 20th I landed with Captain Allen, and, after paying our compliments to the vice-consul, who was an aged blind Greek, we rambled into the country. Passing the gardens and orchards immediately surrounding the town, we came to an open plain through which a small river glides; but, like most of the rivers in this country, it was little more than a chasm formed by the torrents which, in rainy weather, are precipitated from the mountains. On these plains large flocks of goats and sheep were feeding; the former are very beautiful animals, spotted like leopards, with shorter hair than those of Europe. The latter are remarkable for the size of their tails, which, near the body, are sometimes nine inches or a foot broad, and weigh from five to twenty pounds. The fat which composes this mass is firm and well tasted. The shepherds attending them were Greeks. Beyond the plain arose some high moun-

tains; and towards the centre of the island is one called Mount Olympus. But of the beautiful nymphs, celebrated by ancient poets, we saw none. The race, if not extinct, is carefully concealed from public view.

On the evening of the 19th we sailed from Limesol, leaving the Turkish Admiral in the Bay.

On the 22d the high mountains on the continent on the coast of Caramania came in view, and the next day we saw Cape Celidonia.

On the 24th the isle of Rhodes was descried at a great distance. The wind being unfavourable, we made but small progress. On the following day a sail appeared in sight, and proved to be the Tigre of eighty guns, commanded by Sir Sidney Smith, bearing a broad pendant. Captain Hallowell, who went on board and dined with the Commodore, informed us on his return, that Sir Sidney Smith was on his passage from Constantinople, where he had arranged a plan of operations with the Sublime Porte for a mutual co-operation against the French in Egypt, whither he was going to take the naval command. He was also invested with the rank of Minister Plenipotentiary from England to the Porte. In the evening we parted company, he proceeding towards Alexandria, and we making sail for Rhodes, where we arrived on the 2d of March.

It being the fast of the Rhamadan, the city bore a very different appearance to what it did when we were there before: the shops were now shut up, and a general gloom appeared;

the mosques were daily crowded by the devotees of all ranks. After waiting on the Governor, and the Captain having informed him of the prisoner he had brought with him, we returned on board.

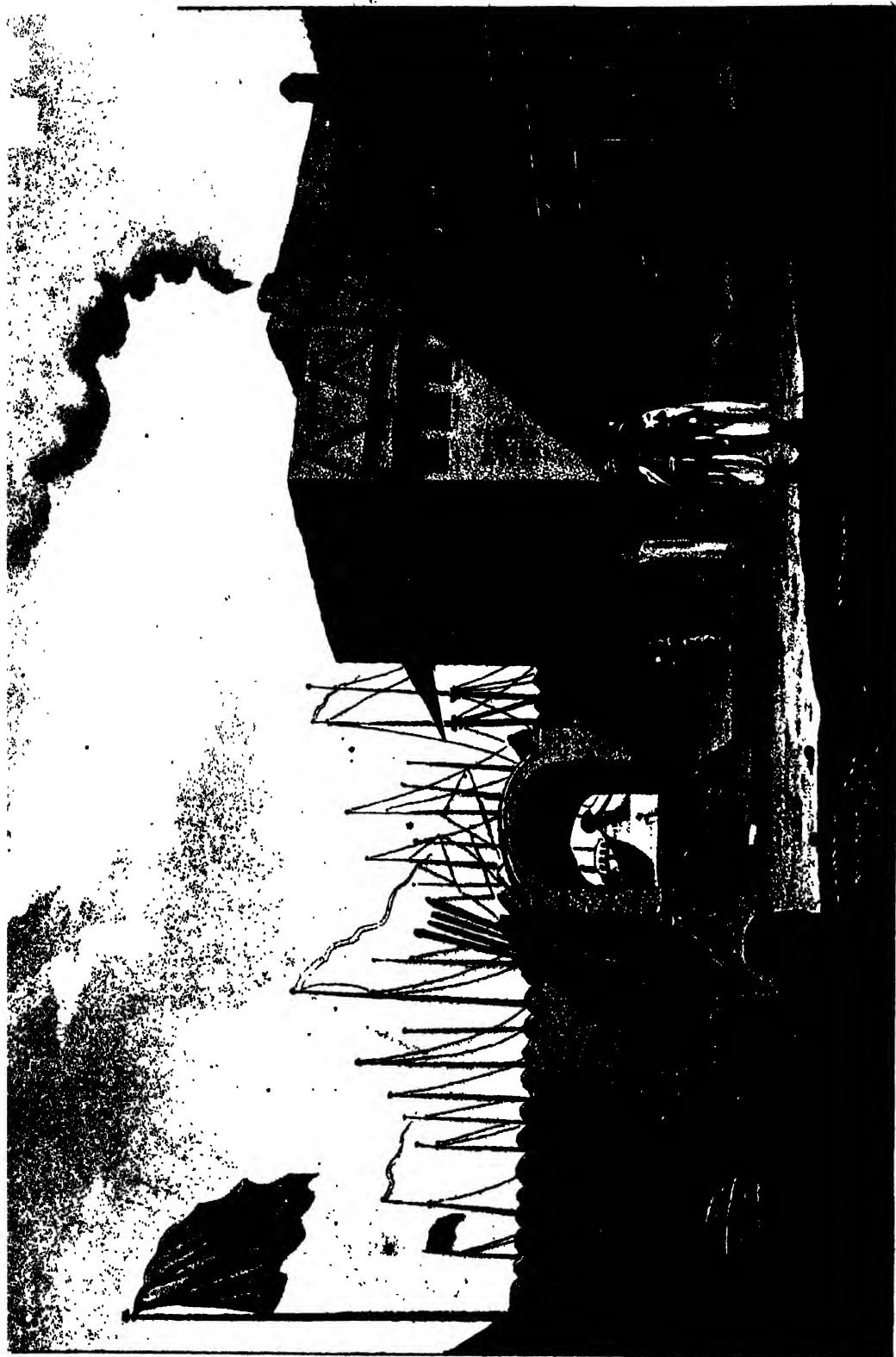
On the following day I accompanied Lieutenant Eylmer to Haffan Bey, taking Citizen Beauchamp with us. At first the old Turk seemed to be very much enraged against him; but his brow soon smoothed by the Frenchman entering into conversation with him in his native language, and we left Monsieur Beauchamp less oppressed with terror than he was at first; the idea of being put into the hands of the Turks having given him the greatest alarm. Captain Hallowell also humanely made interest with the Bey, that he should be treated with kindness till he could be sent to Constantinople. Monsieur Beauchamp had a large sum of money about him, which was concealed in his girdle, and amounted in gold sequins to about seven hundred pounds, which he declared was his private property. To secure it from the rapacity of the Turks, the Captain counted out the money before the Bey, and at the same time wrote a letter to Mr. Smith, the British minister at Constantinople, apprising him of the circumstance, that the prisoner might not be deprived of it on his passage, or be prematurely made away with for the sake of his treasure. I am sorry to add that we afterwards learned that the money was not his private property, but allowed him by Bonapartè for the purpose of inducing the Turks to declare against us, as it is well known that

a bribe is a powerful stimulus to gain the friendship of the Turk.

We found the gun-boats (lately with us in Aboukir Bay) now laid up in the harbour. An alteration had been made in the construction of one of them at the suggestion of Sir Sidney Smith, in order that the gun might be lowered into the hold, to enable her to make a voyage with greater ease and safety; for it was found that the great weight of it in the fore part of the vessel made her very unsafe in a heavy swell. The Bey had promised they should all be altered to the same pattern, but nothing had been done; nor did it appear that any exertions were making to hasten the equipment of the promised flotilla, which the Turkish government had ordered to be immediately forwarded from hence, to act under the direction of the British commander. On Monsieur Cilgrin^{*} remonstrating with the Bey on the subject, he replied, that it was true he had promised Sir Sidney Smith that every thing should be got ready with expedition, but, said he, the Porte promises me many things without performance, and I, in like manner, *promise* every thing.

While we were standing in the court-yard of Haffan Bey's palace two curious figures made their appearance; they were dressed in white woolen dresses, having caps of an odd form

^{*} Monsieur Cilgrin is a Swede, who, with his countryman Major Klinthebert, is employed by the Porte to superintend the building of ships of war. They are both gentlemanly well informed men; and, during our stay at Rhodes, paid us the most marked and polite attention. The former wore the Turkish habit, but his friend was distinguished only by his mustachios.



Cooper & Hildesheim

L. C. Stadler 1891

Hayman & Sons, Palace at Rhodes.
London Pub. by L. White Fleet Street 1891.

ornamented with tufts of wool: each had a staff in his hand, and a calabash for water at his girdle. We were told that these men were begging fairs called Fakirs; they freely came into any house they chose without invitation, and were always received with reverence, and dismissed with presents. In the view annexed I have given a drawing of the figures as they stood before me while I made the sketch.

Before we returned on board we called on Monsieur Beauchamp, who was comfortably lodged in the house of Mustapha, the Visier, or minister of Hassan Bey. He expressed his gratitude to the captain for securing him a situation so much easier than he expected, as the least he feared was to be confined in irons.

Taking leave of him, we returned on board; sailed from Rhodes, and shaped our course for Europe, after a cruise of seven months and four days in these seas, from the period of the action in Aboukir Bay. A fair wind bore us rapidly past the southern coast of Candia, the high mountains of which, with Mount Ida in the centre of the island, were covered with snow. But soon the gale increased; and towards the evening of the 7th, the violence of the storm was such as to endanger the ship, which laboured much and rolled heavily in the trough of the sea, that now rose in mountains round us. The larboard quarter gallery was stove in during the night, and it was found necessary to put up the dead lights lest the windows of the ward-room should share the same fate. We now lay-to under

storm stay-fails, yet were rapidly carried forward to the westward. On the 9th the gale subsided, but towards evening again increased.

The following day, however, the weather cleared up, and we found ourselves off the entrance of the Adriatic, where we spoke a Swedish brig loaded with pepper, bound from Leghorn to Bari, a town of Naples, in the Gulf of Venice. The master of her said he had been boarded by the crew of a French row-boat privateer near Leghorn, who had plundered him of his charts and clothes. The day after land appeared in sight, which proved to be Cape Passero; and in the evening we entered the Bay of Syracuse. The son of the governor came off to us, and gave an account of the late revolution that had taken place at Naples, which was now in the possession of the French. Their Sicilian Majesties had retired from thence under the protection of Lord Nelson to Palermo, where they held their court. The same day the Captain sent dispatches overland to Palermo, giving an account to Lord Nelson of his arrival in this port.

On the 18th the Culloden, with the Seahorse, came into the harbour; and the day following the Bulldog and Perseus arrived.

³ Rear Admiral Sir Horatio Nelson, K. B. was now raised to the peerage by his Sovereign for his gallant services in the late action of the Nile, by the stile and title of Baron Nelson of the Nile, and of Burnham Thorpe, in the county of Norfolk; and his Majesty has since conferred on him the dignity of Viscount, with remainder of the barony, first to the issue male of his father, and afterwards to the issue male of his sisters, Mrs. Bolton and Mrs. Matchem. The remainder of the viscounty of St. Vincent has been in a similar manner extended to the sister of the Earl, and her sons and daughters.

On the 15th they all sailed for Palermo, leaving the Swiftsure to take in some bullocks and other live stock.

On the 16th the Swiftsure sailed from Syracuse, and had no sooner left the port than she was again assailed with heavy gales, accompanied by a thick fog.

In the morning of the 17th it fell calm, and, to our concern, we found the ship was driving by the currents towards the 'rocky shore near Catania,' where the sea breaking with violence on the iron-bound coast, presented a frightful prospect of speedy destruction. The water being of unfathomable depth, destroyed the hope of safety by anchoring; and we continued to approach the rocks, which were whitened with the foam of the sea breaking over them, to a far greater height than the tops of our masts. Providentially a breeze from the south sprung up just as we had given up all for lost; and with hearts elate, and grateful for our escape from the impending danger of shipwreck on such a terrific coast, we once more passed the straits of Messina. As we sailed by the port we saw the Bellerophon and three other English ships, with a Portuguese man of war, at anchor in the harbour.

In the morning of the 18th we passed by Point Melazzo, over which, though at a considerable distance inland, the tower-

* A town at the foot of Mount Etna, celebrated for its coral and amber fisheries. It has also frequently suffered from the dreadful effects of eruptions from the mountain. The rocks, so terrible on this coast, are formed of liquid fire or lava, which rushing violently from the mountain, overwhelms every thing in its progress, and at length makes its way into the sea, forming new boundaries to that element. The castle of Catania was originally built on the coast; it is now at some distance from the sea by the accumulation of lava, which has created a promontory between them.

ing heights of Etna appeared covered with snow, as were also the summits of the neighbouring mountains. We now bore up with a favourable breeze under the lee of Volcano, one of the Lipari islands, on which two burning mountains were throwing up volumes of smoke and flame. The following day we beat to windward and passed the island of Stromboli, on which there is a constant volcano.

On the 20th of March we entered the Bay of Palermo, and found there the Vanguard, bearing Rear Admiral Lord Nelson's flag.

The Bay of Palermo presents the most beautiful view I ever beheld. On the west, Mount Pelegrino extends towards the promontory that encloses the right side of the Bay. The purple hue which decks the sides of this eminence, the curious arched road running in a zigzag direction to the summit, on which is a chapel and statue of St. Rosalia, the tutelar saint of the island; the white buildings, palaces, stores, forts, and turrets, extending from the mole along the strand to the extreme end of the promontory, form a picturesque and pleasing landscape. At the foot of this hill is seen the harbour defended by a pier, which has a circular light-house and battery at the extremity. From the harbour the city of Palermo extends along the bottom of the Bay, which, with its beautiful buildings, bears the noblest aspect. The form of the city is square, and is surrounded with high walls. At each of the four sides a handsome gateway leads to four principal streets,

Upper Williams 1871

Point, Wythe, near Idaho.

See. Not to 11th Ave. near, 1871

15. Shady 1871



which cross each other at right angles in the centre of the city. The north side of this beautiful place extends along the bottom of the Bay, having a spacious road between the walls and the sea; on the edge of which is a low stone wall and a broad pavement. This place is called the Marino; and in the evenings is the favourite resort of all ranks of people. At the further end of this walk are the gardens of Flora, which are also much frequented; in them are seats, fountains, temples, and shady walks, that render them a delightful retreat during the heats of the mid-day sun; but the Palermitans never visit them except in the evening. Torches are never permitted to disturb the mysteries of this place.

The walls of the city on this side are surmounted with noble palaces belonging to the principal people of the island: at one of them Sir William Hamilton, the British Ambassador, resided; and at his house Lord Nelson took up his abode, where also the officers of the navy were received with great hospitality. From the gardens of Flora a fine gravel road leads to that point of the Bay opposite Mount Pellegrino: it is called La Bagaria, and is decorated with beautiful palaces. The gardens have a very pleasing appearance from the Bay, and are apparently laid out with great taste; but as I was prevented by various circumstances from visiting them, I shall not pretend to describe them, or the palaces to which they are attached."

" The day after the *Swiftsure* had anchored in the Bay of Palermo, Lieutenant Edward O'Bryen, a nephew of the Earl of Inchiquin (now Marquis of Thomond) came on board as First Lieutenant in the room of Lieutenant Thomas Cowan, promoted to the rank of commander. At the same time Captain

I had heard that Sicilian people of rank never walked in the streets: it surprised me, therefore, to perceive no carriages stirring; but I was informed, that during the last week of Lent the nobility and gentry laid aside their pomp, and paraded the streets on foot. The processions and solemn masses in the churches called on our attention; accordingly we proceeded to one of the churches most celebrated for the magnificence of its devotional pageantry. Here we saw the first nobility of the kingdom employed in carrying wax tapers in procession; and during the solemnization of high mass, without respect to persons, all were devoutly on their knees before the altar. But on Easter-day the whole city bore a very different aspect; the carriages of the nobility were continually passing, and all seemed to vie in the grandeur and elegance of their equipage and liveries.

On Easter Sunday I attended Lord Nelson, Sir William and Lady Hamilton, the Consul-General's lady, and Captains Troubridge, Hood, and Hallowell, to the Capuchins' monastery, about a mile from the south gate of the city. After viewing the chapel and upper apartments, we descended into a subterraneous cemetery of the dead, much larger, and therefore more extraordinary than that I visited near Syracuse. It is in the form of a cloyster; on each side of the

Allen of marines left the ship, being summoned to England to take possession of a large estate in Pembroke-shire, bequeathed to him by his uncle, — Philips, Esq. whose name he has taken. His gain was our loss, as he was a valuable and highly respected officer.

alleys are niches for the dried monks. The number of them amounted, I was informed, to no less than five thousand bodies; some of which had been dead near two centuries. In a separate chapel or aisle, were the bodies of the nobility and gentry who from pious motives chose to be placed in this curious preservative. Among the rest, the capuchin our ciceroni shewed us the body of a Moorish prince, who had abjured his native religion and embraced the christian faith: he, of course, was a sort of demi-saint. Some of the bodies in this place were dressed in their gala suits; others were habited in the monastic cowl. Our conductor took from a small coffin the remains of a young prince dressed in the fashion of his day, and presented it to the ladies as a toyman in London would have shewn a doll. Unfortunately the young gentleman, perhaps from too rough treatment at other times, dropped his head, which fell forwards, to the no small alarm of his fair visitors. The monk then shewed us a door of the oven in which these bodies were dried, and would fain have invited the ladies to see the process; but on entering it they hastily retired: and well they might, for the first object that saluted their eyes was the body of a fat officer, who had died only the day before in a fit of apoplexy as he was on duty at the mole. I wished to know something of the process, but could not understand it: the body was extended on a low stove, and covered with a sheet, seemingly preparatory to the operation. When the body is properly prepared the door of the oven is carefully

closed so as to admit none of the external air. After remaining six months in this place, it is sufficiently dried to be placed in the niche or coffin as required; the skin then appears dry, shrivelled, and hard, apparently of the substance of tanned leather.

On the 26th of March Captain Hollowell gave a ball and supper to Sir William and Lady Hamilton. Several of the nobility of Palermo, Lord Nelson, and some of the principal officers of the fleet, were also of the party. The quarter-deck was decorated with the flags of different nations, as was also the poop; the former was the ball-room, on the latter the supper was served up, and the cabins were appropriated to cards. The novelty of the scene, which had a very brilliant effect, surprised and equally pleased the noble visitors, who did not depart until the morning, highly gratified with their entertainment.

From the marino, the entrance to the main street named Caffano, is through a handsome gate called Porto Felice. This street is the chief resort of the idle and the industrious. All the lower parts of the buildings are appropriated to commerce; even the ground floors of the palaces of the first people of the island are converted into shops. In the evening this street is crowded by carriages, and loungers of all descriptions.

There are many handsome churches and convents in the city; but the cathedral church, called La Matrice, or the mother church, claimed our particular attention from the beauty and

magnificence of its external decorations. It is of Gothic architecture, and highly ornamented with statues. The inside was at this time under repair; but we saw enough of it to judge that it by no means corresponded with the outside in taste and symmetry, though the materials of which it is composed are of the most costly nature. . The pillars that support the roof are granite; one of the chapels is entirely encrusted with lapis lazuli; and in a recess are four superb sarcophagi of red porphyry, three of which are cut out of solid blocks; they are said to be the tombs of four emperors.

At the extremity of the main street is a large open space, on the south side of which, extending to the gate, is the palace of the Viceroy, which at this time is the residence of Ferdinand the Fourth, king of the two Sicilies, who with his family had retired from Naples in consequence of the threatened approach of the French army.

Soon after the arrival of Lord Nelson at Naples after the victory he had obtained over the French fleet off the Nile, his Sicilian Majesty formed a design of driving the French from the frontiers of his dominions, as well as from Rome itself. Accordingly having collected a large army, amounting, it is said, to a hundred thousand men, he made rapid marches, and soon came up with the French forces; but though he might now have surrounded them, he contented himself with ordering them to evacuate his own territories and those of the Holy Pontiff. Accordingly they retreated till they reached Rome; where, for-

tifying themselves in the castle of St. Angelo, they resolved to defend themselves, and proceed no farther. From some unknown cause the king suddenly retreated with much expedition to Naples, and his late numerous army disappeared. This cause has been thus explained to me. His Majesty having embraced a plan of setting up the commissions in his army to sale, and many persons having bought their rank, though they were known to possess no property, it is believed that the French lost not the opportunity to furnish them with the money. The consequence is obvious. Of course they took good care not to act against their benefactors.



CHAPTER X.

Misenum Æoliden; quo non præstantior alter
 Ære ciere viros, Martemque accendere cantu.—
 At pius Æneas ingenti mole sepulchrum
 Imponit, suaque arma viro, remumque, tubamque,
 Monte sub aerio; qui nunc Misenus ab illo
 Dicitur, æternumque tenet per secula nomen. ÆN. lib. vi.

ON the 31st of March a squadron, consisting of the Culloden, Zcalous, Minotaur, Swiftsure, a Portuguese man of war, the Seahorse and Perseus, and two brigs, sailed from the Bay of Palermo. The following day we saw the island of Ischia, and the coast of Naples. We had some rough weather this day, during which a man fell from the main-top of the Swiftsure and was killed. Several English gentlemen, who were on their travels in Italy, and had sailed in the British fleet to Palermo, now accompanied us. The Honourable Mr. Rushout* was a guest of Captain Hallowell, and being perfectly acquainted with this country as well as with the Italian language, proved of great service on many occasions.

The following day the squadron stood into the Bay of Naples. As it was known that many of the inhabitants were

* Now Lord Northwich.

desirous of returning to their allegiance, Captain Hallowell, accompanied by Mr. Rushout, landed on the island of Procida. They were received with enthusiastic joy, and amidst the acclamations of the people, ascended to the castle: the French tree of liberty was cut down, the tri-coloured flag destroyed, and the royal Neapolitan flag hoisted in its stead.

The squadron anchored between the town of Procida and Point Miseno.^y A party of the marines under the command of Captain Knox of the Culloden were sent to Ischia to take possession of that island, and the castle of Ischia was given up to them without opposition.

In the evening one of our boats was sent to the low land between Point Miseno and the dead lake; but as it approached the shore some French officers with a party attacked it with musketry, and obliged it to return. The Culloden fired three lower-deck guns at them, and they dispersed; it was not judged prudent, however, again to attempt landing on that coast, as we had no troops, and the French were known to be in force there.

Commodore Troubridge in the meantime was preparing for future operations. On the 4th of April he dispatched the *Perseus* to Palermo with an account of the success that had hitherto attended the expedition.

^y Misenus, one of the companions of Æneas, was drowned on his passage; Æneas performed funeral rites to his manes on this promontory, and it has ever since borne his name.

The people of Procida and Ischia being in great want of provisions, their supplies from Castellamare and Naples being now suspended, a request was made to the Neapolitan court at Palermo to send some corn to them.

On the 5th of April the *Swiftsure* got under weigh, and sailed towards Naples; and the *Seahorse* frigate standing towards Cape Sorrento and Maffa, Captain Foote sent his boats to burn some vessels near the shore, which they effected without loss. At one place where they landed, a party came down to them with the royal Neapolitan flag, and expressed their joy at the prospect of being relieved from the French yoke. We learned also from other sources, that the people were in general anxious to return to their allegiance, and at Gaeta they were universally loyal. We were also told, that the French had put to death several priests and others for their attachment to the royal cause.

On the 8th the *Swiftsure* stood into the Bay of Baia, endeavouring to cut off eight large gun-boats that were proceeding along the coast from Naples, but they got under the protection of the castle of Baia, which being situate on a high rock, and having a very commanding position, prevented our nearer approach. Meanwhile General Macdonald, who commanded the Republican troops at Naples, sent a flag of truce to Commodore Troubridge with a message replete with abuse and invective: his insolence was treated by our gallant leader with the contempt it deserved.

The following day, perceiving a large barge from Naples standing into the Bay, we stood towards her, but she escaped to Puzzoli.

As the French were throwing up works on the isthmus of the dead lake to annoy the squadron, our gun-boats and launches were sent to impede their progress; and we learned from some loyalists that came off to us, that many of the enemy had been killed and wounded.

The people at Procida being now in the utmost distress for bread, some provisions were sent to them from the British squadron. On the 13th, however, several vessels arrived from Sicily with corn for the islands of Procida and Ischia; but instead of a free competition to supply them with it, a particular grant was issued from the Crown for Prince Strabia to issue it solely: the consequence was, that it came in too small quantities to be of essential service, and the Prince was so exorbitant in his demands, that the poor were literally starving.

On the 17th we again anchored in the squadron, and were informed that Cardinal Ruffo was collecting a large army in Calabria with which he meant to march towards Naples.

A curious proclamation of Macdonald's was at this time brought off to us; it threatened death to any who sided with their rightful sovereign, or the English, and made the bishops and priests answerable with their lives for the consequence of any insurrection or tumult that might arise in their districts. At the time this sanguinary proclamation was issued an insur-



Cooper Williams del.

The Castle and Town of India

London, sold by J. White, Fleet Street 1801.

J. C. Stoddard sculp

rection against the French usurpers took place at Trani, a town on the Adriatic side of the kingdom. But the French having soon made themselves masters of the place, put all the men to the sword, and then, in cold blood, shut up the women and children in a large house, set it on fire, and consumed them all!

As there was no likelihood that we should speedily quit this station, I obtained leave to pass some time at Ischia; and accordingly proceeded thither with Mr. Rushout. We took up our quarters in a small house about a mile from the castle, where our marines under Captain Knox were on duty.

The castle of Ischia has a very remarkable appearance; it is on a high rock at some distance from the land, and communicates with the town by a long and narrow causeway built on arches. In the precincts of the castle are no less than three churches or chapels, one of which belongs to a convent of nuns. The keep of the castle is on the summit, and commands a very extensive view; the ascent to it is very steep and winding under high arches formed by excavations through the natural rock, and defended at certain places by strong gates, and cannon commanding every avenue.

The town of Ischia, though small, has many good houses in it. The churches (of which there are several) are very respectable for their size and decorations.* About half a mile to the northward of the town is a handsome road across

* The view of the town and castle of Ischia, with a distant glimpse of the island of Capri, famous for the residence of Tiberius, was taken from the house we occupied, which was built on the lava.

a current of lava, which about five centuries ago issued from a crater on the side of the mountain. It still bears the appearance of a fresh eruption, being nearly in the same state as that at Torre del Greco.^a It discovers no marks of vegetation, but lies in rude heaps of black and rugged rocks. From thence we passed along a fine road formed of lava to a pleasant house on the margin of a small lake where his Sicilian Majesty used annually to pass some time; then crossing a high hill well wooded on each side, we passed an extensive manufactory of earthen ware, and about a mile from thence arrived at the beautiful village of Lago, or Lacco, which is about five miles from the town of Ischia. The annexed plate represents the approach to it: the rocks that jut into the sea are composed of various strata of lava of the most brilliant colours; and one of these rocks, which is separated from the shore about a furlong, has much the appearance of a thatched haystack. In the environs of the village are several handsome houses delightfully situated.

Returning to Ischia, we made a circuit from the road to visit the hot baths^b of Casa Michiola, where every accommodation is provided for invalids, and a noble institution for the free admis-

^a Torre del Greco, a small town about five miles south-east of Naples, was destroyed in June 1794 by an eruption from Vesuvius, which issued from a crater at the base of the great cone. The people of the country, hardened by the frequency of these misfortunes against the fear of them, have already rebuilt the town on the same spot, and on the lava which covers the former town, out of which the steeple of the church is still seen issuing.

^b There are many hot springs on the island; which indeed seems to be composed entirely of volcanic materials.

Upper Richmond Rd.



View at Joplin, in the "Garden of Eden".
Joplin, Mo., 1890. P. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20.

Upper Richmond Rd.

sion of three hundred poor patients, who are provided with beds and provisions gratis. The building appropriated for this purpose forms a quadrangle. The area is planted with trees. We descended to the baths by a sloping passage, and found every thing requisite for the ease and convenience of the bathers. Round a long room are placed fifty cisterns, into which pipes convey both hot and cold water. Besides these, there are sweating rooms, into which we also went; but the heat was so overpowering that it obliged us soon to retire. We were told that the patient could not exist for more than four or five minutes shut up in the sudorific closets.

Another day I accompanied several gentlemen to the hermitage on the summit of Mount St. Nicholas; a mountain that rises in the centre of the island, and is higher than Vesuvius. We were mounted on asses, which are here called chuchus: the one I rode had been the favourite chuchu of Ferdinand the Fourth; for horses are seldom used on this island. Our road lay through a romantic country highly diversified by rich corn fields and enclosures; then thick woods and rocky ascents. Sometimes we passed over arched causeways reaching from one hill to another, across deep chasms formed by earthquakes or volcanic explosions. As we approached the top of the mountain a barren scene presented itself. A white tufa of erupted matter dazzled our eyes till we arrived at the hermitage, which is situated under the highest pinnacle of the mountain, and is excavated out of the rock. There is a small chapel and several

cells; but the monks or hermits being absent, we did not see the interior of them.

From this height we had a fine bird's eye view of the Bay of Naples and the surrounding country. Directly under us was the town and castle of Ischia; beyond which, the islands of Procida, Point Miseno, the island of Nisida, and Point of Paufleppo, the city of Naples with the castle of St. Elmo, and the majestic heights of Somma and Vesuvius, and beyond these, the cloud-capt Appenines formed the finest assemblage of interesting and classic scenery I ever beheld.^c

On the 27th I returned to the Swiftsure, and learned that a person called Grande Diavolo, or Great Devil, had been on board the squadron. This man was at the head of a large body of loyalists in the district of Gaeta. The news also of several defeats that had befallen the French in different parts of Italy, particularly at Mantua, gave us hopes of success in this quarter.

In the evening the Minotaur and Swiftsure sailed from the squadron, having some Neapolitan and Swiss troops on board. At break of day on the 28th they were landed at Castel-a-mare, and took possession of the town, the French and revolutionists having evacuated it; at the same time a gallant soldier, who had been a corporal in the royal service, had advanced with a

^c I took a sketch of this enchanting view, but as an accurate and well executed engraving of it has already been published in Sir William Hamilton's elaborate account of the Campi Phlegræi, I have not inserted it, as I do not wish to give views that have already been offered to the public by more able artists.

party of loyalists from the mountains. But in a short time the enemy appeared in great force and retook the place. Several of the Swifs fell in the attack; superior numbers obliged them at length to give ground, and many of them were brought off.

On our return to the squadron we found that the *Zealous* was returned from Salerno, where a party of marines and failors had made good their landing, and had taken possession of the town. But the enemy, having recruited their numbers from the neighbouring places, had made a successful attack upon them, and obliged them to re-embark with the loss of three marines killed, several seamen wounded, and nine taken. Lieutenant Vivian of the marines distinguished himself in this affair for his gallantry in making good his retreat in the face of a very superior force. Lord Montgomery and Mr. Stephenson, who were with Captain Hood, also served as volunteers on this occasion.^c

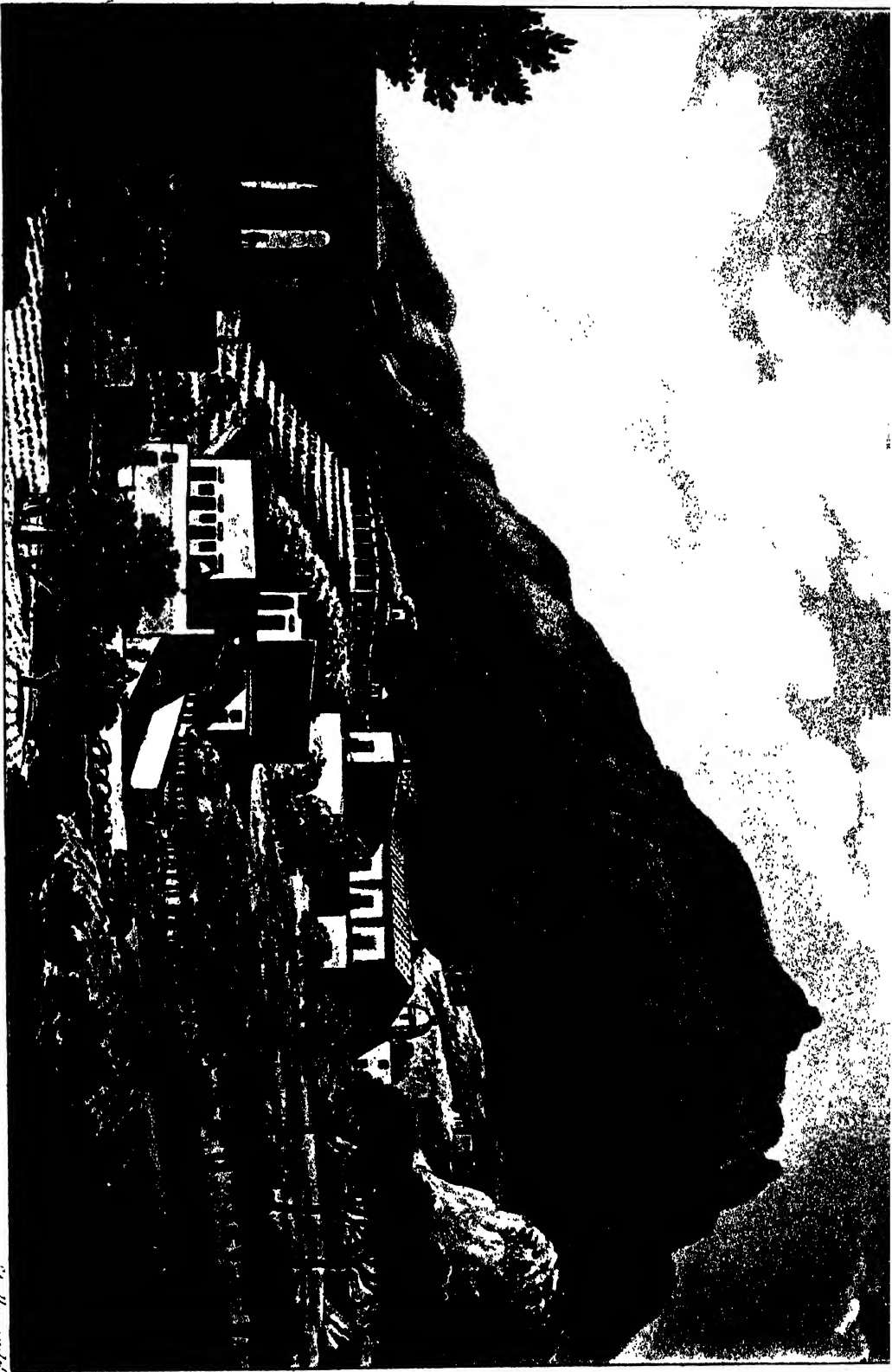
On the 1st of May I returned to Ischia, and found Mr. Rushout just arrived from the island of Capri, where the people were loyal and well-affected to the English. The remains of the

^d The eldest son of the Earl of Eglinton. He was with several other Englishmen at Naples when the Court retreated from thence, and was obliged in consequence to quit it and embark for Palermo, from whence he accompanied our squadron on this expedition.

^e Captain Darly of the marines, who was landed here from the *Zealous*, being well acquainted with the Italian language, volunteered to penetrate into the country to join Cardinal Ruffo. This he effected, and accompanied the Cardinal on his march to Naples, being invested by his Eminence with a superior command. He has since for his services been advanced to the rank of colonel in the Neapolitan army.

villa of Tiberius are still to be seen on that island, and valuable coins are sometimes picked up among the ruins. As our party was to receive an addition in Lord Montgomery and Mr. Stephenson, it was now necessary to look out for a larger house; accordingly we proceeded to Lacco, and engaged with Don Scipio, the agent of the Duke of Aqua Viva, to take the palazzo of that nobleman for a short time. We were told that the Duke was at this time imprisoned by the rebels at Naples.

This palace is delightfully situated about a quarter of a mile above the village of Lacco, and at the foot of the mountain of St. Nicholas. It commands a distant prospect of Vesuvius; and our squadron at anchor in the road of Procida was full in view. In this agreeable society and residence I passed my time very pleasantly: the weather was mild, the atmosphere clear and elastic, the surrounding country highly picturesque, and uncommonly varied. The gardens of the palace are peculiarly calculated to repel the heat which prevails in the summer months, being entirely shaded with vines extended over all the walks from stone pillars erected for the purpose. There are also two handsome summer-houses, which, with fountains and arbours, made it altogether a most agreeable retreat. From hence Vesuvius exhibited every evening a most beautiful appearance. As the sun declined the colour of the mountain changed from a light blue to a vivid rose colour; from that to a rich purple, which gradually became darker till at last it was enveloped in a black shade.



Chicago, Illinois, 1911

Chicago, Ill. - from river, near bridge.
Looking east to 1st Ave. First street, 1911.

Chicago, Ill.

In the quiet and repose of this place we almost forgot the scenes of war and desolation in which we had so lately been engaged, and which were acting at no great distance from us.

The town of Furia is about two miles to the westward of Lacco, but very irregularly built; it contains many good houses, and handsome churches, and convents. Before the present troubles it was a place of considerable commerce.

Flying reports of an intended attack upon the island, as well as some apprehensions of the disaffected on it, induced Captain Knox to send some fire-arms to us; and as we amounted, with the servants, to eight, we thought ourselves equal to resist an attack by our elevated situation for a short time at least.

On the 7th Captain Hallowell sent us a present of wine and other necessaries that money could not procure here; but unfortunately as the boat returned to the ship it was overset, and Dixon, the captain's coxswain, a worthy and good seaman, was drowned.

On the promontory, that forms the little Bay of Lacco, is a square tower: as I was one day viewing it, I had an opportunity of witnessing the mode in which the people catch quails in this country. They extend long and deep nets across a small valley, and the birds in their rapid flight are caught in great abundance. Having often tasted the tunny-fish, which are plentiful both in this bay and at Palermo, I also wished much to see the process of catching them, and my curiosity was now satisfied. The nets used for the purpose are

of vast extent, and are spread in squares so as to form separate chambers. A man is always on the watch, as these nets are never removed. When he perceives a shoal of tunny approach, and that they reach the line of net, and proceed along it till they arrive at the first chamber, he instantly closes the entrance, and so on till they arrive at the last; which is called the *camera di morte*, or chamber of death. The boats now prepare for slaughter; the fish are harpooned with ease, and hoisted into large half-decked vessels, which in a short time have all the appearance of slaughter-houses, and the sea for a distance round is tinged with blood.^f This species of fish, which is caught in great abundance in these seas, supplies the people with plenty of wholesome and nourishing food at a cheap rate; the flesh is firm, and of the colour and consistence of beef. There is also another sort of tunny whose flesh is much whiter.

As I landed near Lacco, I perceived a man scraping a small basin in the sand close to the water's edge, and, to my surprise, found that fresh water, almost boiling hot, came bubbling up, with which he was about to wash his clothes. But the whole of this, as well as many of the neighbouring islands, is a complete volcano, and, no doubt, will one day again give vent to the combustibles that never are extinguished.

On the 15th I received an order to return on board.^g In

^f At the time I am speaking of, twenty cantars of tunny were caught, each cantar consisting of 160 pounds weight.

^g On my return to the squadron I learned that an officer of high rank had arrived from Palermo, and had failed in the *Perseus* to take the command at Orbitello, which place was invested by the French.

the evening the squadron got under weigh; and on the 17th we arrived off the Bay of Palermo.

On his arrival there he refused to land, but chose to go to some other place on the coast, the name I have forgotten. There, however, he found a probability of danger, and again refused to land. Captain Oswald, though highly disgusted at the behaviour of this officer, brought him back to the Commodore, who, incensed at his pusillanimity, would not suffer him to remain any longer on board a British ship, but sent him back to Palermo with the account of his conduct. The Field-marshal, however, was received at Court as usual, and no punishment or disgrace inflicted on him.



CHAPTER XI.

Fortuna, sævo læta negotio, et
 Ludum insolentem ludere pertinax,
 Transmutat incertos honores.

HOR. CARM. lib. 3. ode 29.

ON our arrival in the Bay of Palermo, we learned the news of the French fleet from Brest having passed the Straits of Gibraltar. Our squadron did not anchor, but continued to stand on and off till the 20th, when Lord Nelson, in the Vanguard, joined, and we stood to the westward. The fleet cruised near the islands of Levanzo and Maretimo for several days, during which time the Admiral received intelligence that induced him to return to Palermo; and on the 30th the fleet anchored off the Mole, in a line opposite the Marino. As it was the name-day of his Sicilian Majesty, the fleet, in honour thereof, fired a royal salute.

At this time a strange circumstance occurred here. In the vessel which brought to Palermo Mr. Wyndham, the British Minister at Florence, who had been driven from thence by the French, arrived Mr. A. an Irish gentleman, who was on his travels in Italy. Soon after Mr. Wyndham had left this

vessel there came to Mr. A. a messenger, who requested he would accompany him to Sir William Hamilton. He accordingly left the ship; but the messenger, who was a Sicilian officer, instead of conducting him to the Ambassador's, brought him to the prison, which being a large handsome building, was at first unobserved by him. But when he entered, and the gates closed upon him, he found the nature of his lodgings. As he had never landed on any part of the Sicilian dominions, and had not made politics his study, he was at a loss to know on what pretence he was thus deprived of his liberty. After remaining two or three days in this uncomfortable situation, he was liberated by the exertions of Mr. Wyndham, Lord Montgomery, and his other friends; but without the satisfaction of knowing for what crime he had been so treated. Since he was permitted to live at his ease at Palermo, it may fairly be presumed that no dangerous matter was alledged against him; and for the services rendered by his fellow-subjects to the Sicilian monarchy, he was entitled at least to the satisfaction of knowing the accusation that must have occasioned such harsh treatment.

In the mean time news had arrived from Syria of the gallant defence made by the garrison of Acre. The events of this unparalleled siege, and the immortal glory gained by Sir Sidney Smith by the well disposed order of his small force, against a powerful army of French, hitherto unchecked in its career, and commanded by a General, who, till now, was

deemed invincible, will adorn the historic page, that recites it, to the end of time.^b

But it is my business to dwell only on what I saw, or what was particularly achieved by the squadron in which I had the honour to be embarked. I shall only remark, that the loss of some brave men well known to the world by their enterprising exploits, accompanied the recital. Captain Wilmot, who commanded the Alliance frigate, and Major Oldfield of marines, fell gloriously defending the outworks: the latter commanded the marines on board the Theseus in the battle of the Nile.

After the retreat of the French army, the Theseus failed from the Bay of Acre. On her passage some loaded shells (that were for security placed in the cabin) by some accident exploded. Captain Miller, who commanded her, being then forward on the forecastle, and perceiving the fire that had broke out abaft, immediately made towards the place of danger to animate by his presence the endeavours of the people to extinguish it. Unhappily some shells burst at the moment he

^b By the same channel we were informed of an act of cruelty exercised by the French army on its march from Egypt into Syria that could scarcely be credited, but which unhappily cannot be denied. Gaza was taken by storm, and the town was given up to plunder and destruction. The garrison in the fort *surrendered* and became prisoners of war. Notwithstanding which, the whole of them, amounting to more than four thousand men, were put to death, because some of them were proved to have surrendered at El Arish under an engagement not to bear arms against the French. The bodies, collected in a heap, and weltering in their gore, soon brought on a pestilential disorder, which proved fatal to many of the French soldiers who were left to garrison the place. Surely General Bonapartè must have forgotten the circumstance of the prisoners landed at Aboukir from the British fleet: they also had engaged not to bear arms till regularly exchanged, yet they were no sooner landed than they were formed into a regiment called the Nautic Legion, and instantly began their operations against us.

entered the cabin, and in an instant this excellent officer was blown to atoms.ⁱ

ⁱ Captain Ralph Willet Miller was born at New York in 1762. He was the son of a loyal gentleman there, who lost all his property by his adherence to the royal cause. During the early part of Captain Miller's life he served in the West Indies, and was in most of the actions fought in that quarter by those naval heroes, Admirals Barrington, Hood, and Rodney, and was frequently wounded, particularly at the capture of the French West India islands. He was at Toulon in 1793, and at the evacuation of that place was employed in the demolition of the French fleet, and twice nearly lost his life on that service. He was afterwards at the capture of the several strong posts on the island of Corfica, and frequently was employed on shore at those places; he afterwards volunteered the dangerous service of setting fire to the French fleet in Gourgean Bay, and was appointed for that purpose to the *Powlette* fire-ship, but contrary winds prevented his exertions from taking effect. After various other services, we find him particularly noticed by Lord Minto for his eminent conduct at Corfica: soon after which he was appointed to the *Unitè*, and in a short time afterwards was advanced to the command of the Captain, at the particular request of Lord (then Commodore) Nelson.

His conduct during the action on the 14th of February 1797, off Cape St. Vincent, was particularly mentioned by Sir Horatio Nelson.

While Rear-Admiral Nelson commanded the in-shore squadron at the blockade of Cadiz, and frequently headed the boats in their attacks on the Spaniards in the bay, being once in imminent danger from the superior number and force of his opponents, Captain Miller, in his barge, bore down to the succour of his Commodore, and had the happiness to extricate him, and assisted him to capture the Spanish Admiral.

On the expedition to Teneriffe he commanded the *Thetæus*, on board of which ship Sir Horatio Nelson's flag was flying. Though the attempt was unsuccessful, it nevertheless adds a brilliant wreath to the laurels of those engaged in it. Here the gallant Admiral lost his arm. Captain Miller, more fortunate, escaped the showers of shot that were poured on the British boats, and landed with the first at the town of Santa Cruz, which was completely in the possession of the British seamen commanded by Captain Troubridge, though from existing circumstances they agreed to evacuate it.

Here too fell that gallant officer Captain Richard Bowen, who was raised for his merit by the Earl of St. Vincent.

Captain Miller afterwards was twice engaged in severe actions with the Spanish gun-boats in Algeiras Bay. When Admiral Nelson failed in pursuit of the French fleet to the shores of Egypt, Captain Miller was one of those selected by the discerning eye of the Earl of St. Vincent to compose one of his squadron, and most ably did he acquit himself in that glorious action, as I have before related.

When Sir Sidney Smith failed up the Mediterranean, he requested the Earl of St. Vincent to appoint Captain Miller to be under his command; accordingly at the siege of Acre we find his services particularly noticed by Sir Sidney, who (while he directed the operations on shore) appointed Captain Miller to command the naval department. Soon after which this brave man lost his life, a life that had always

As the fleet remained several days at Palermo, I took the opportunity of visiting several places that had escaped my observations before. Among the rest, the monastery of St. Martino, situated on the mountains about eight or nine miles from Palermo. Our road led through Monte Reale, a small town on an eminence which overlooks the capital, and is about three miles from it. The road to it is decorated at certain distances with fine marble fountains. At Monte Reale we saw the monastery of Benedictines. On the grand staircase is a good painting relative to the founding of the abbey. The cathedral, which is adjoining, is a great curiosity; the ornaments of the outside are Saracenic, as in part also is the interior, which presents a grand display of the taste and munificence of the founder. Part of the side walls, and the whole of the ceiling, are covered with Mosaic work, the ground of which is gold; the subjects represented on it are taken from passages in the New Testament. The whole has a solemn and grand appearance. The pavement also of Mosaic of a different kind is equally beautiful. The high altar is covered with silver richly embossed; and on gala days it is ornamented with several fine images of the same metal.

From thence we proceeded on a rugged road up the mountains, till we arrived at the monastery of St. Martino, which is a

been dedicated to the service of his country, and employed in the exercise of every amiable, every praiseworthy action. Captain Miller has left a widow and two young children, who have a pension from government of one hundred pounds a year.

large pile of building, situated in a wild and desert country. The monks, who are of the order of St. Benedict, were gone to see the fleet; but the lay brothers took us through the various apartments, which were handsome and convenient, particularly those of the prior. There is a good library, and a large museum of natural and artificial curiosities.

In descending the mountains we were much pleased with the extensive prospect that opened to our view. Beneath us was the town of Monte Reale, from whence, by a gradual descent, lay the road to Palermo. The fleet in the bay, the rich appearance of the surrounding country, and the high state of cultivation which appeared in the valley beneath, where the corn was already ripe, formed a combination of so many striking objects as can rarely be met with.

On the 4th of June a royal salute was fired by the fleet, and another from the batteries on shore; and his Sicilian Majesty gave a fête at the palace in honour of the birth-day of our beloved Sovereign; to which, with the ambassador and his lady, and Lord Nelson, the several captains of the fleet and their officers were invited. The ball-room was elegant, and filled with all the beauty and first nobility of the kingdom. A large suite of rooms was opened, and fruits, ices, and other refreshments were liberally dispensed. But the most pleasing sight was the Queen of Naples surrounded by her daughters. Their elegant appearance, and filial attention to their royal parent, formed an interesting picture not often seen in that country; for

the Italian females of rank seem to look upon maternal and filial duties as much beneath their notice. The King had formed a pharo bank, at which he was engaged the greater part of the evening. But as one bank was not sufficient for the numerous amateurs of that game, a detachment was ordered from it, at which a nobleman of the court presided.

On the 5th I visited an ancient castle about a mile from Palermo, called Castel Reale, which is supposed to have been the residence of the Moorish regent under the caliphs. There are some good rooms in it, but an idea prevailing that it is haunted, no one has the courage to reside in it. There is a picture over a door in which are a number of figures so disposed that it is difficult to count them: three of us attempted it, and always differed in the number. This greatly encourages the supposition of its being under the dominion of evil spirits. I had not time or leisure to develop the mystery, but suppose it arises from the multiplicity of figures which, seen in different lights, appear more or less numerous.

The oxen of this country are not only remarkable for their size and beauty, but for the uncommon length of their horns, which are frequently three feet long. A pair of them are preserved in the museum at St. Martino, which measure nearly four feet.

In the meantime our squadron was reinforced by four line of battle ships, under the command of Rear-Admiral Duckworth, from Lord Keith. With concern we heard of the illness

of the Earl of St. Vincent, who was then at Minorca. The fleet, consisting of twenty sail of the line, under Lord Keith, had sailed for Toulon to watch the motions of the French fleet; but as they had sailed from thence, he followed them to the Gulf of Genoa, where they were descried by some of his frigates. Lord Keith then returned to Minorca to acquaint the Earl of this circumstance, but first detached four sail under Rear-Admiral Duckworth to reinforce Lord Nelson's squadron, lest the enemy should proceed to the southward. Fortunately they did not; for though their fleet was greatly superior in every respect to that under Lord Nelson, yet his Lordship's known bravery would have induced him to engage them if they had come in his way; but this was an event, under the present circumstances, by no means to be wished.

On the 12th of June the fleet received troops on board for Naples: four officers and a hundred and thirty men were put on board the *Swiftsure*; and the following day the Prince Royal embarked on board the Admiral's ship. A royal salute was also fired on his Majesty coming on board the *Foudroyant*, in which ship Lord Nelson had now hoisted his flag.

The following day, the wind being unfavourable, the fleet worked out of the bay. In the afternoon the *Bellerophon* and *Powerful* joined, and spoke the Admiral, who immediately made the signal to tack, and stood towards the bay, in which we again anchored on the 15th, and disembarked the troops.

In the evening of the following day the fleet again got under weigh and stood towards the little island of Ustica. On the 19th the Incendiary arrived from the Bay of Naples, and brought intelligence that Cardinal Ruffo, at the head of an army of Calabrese, had arrived before Naples; and that a Russian and Turkish reinforcement was on its march to join him. The Admiral returned to Palermo on the 21st, and the day after joined us, having on board Sir William and Lady Hamilton.

We now made sail for the Bay of Naples, where we arrived on the 24th. As we passed Baia and Puzzoli the Admiral saluted the Neapolitan flag, which was flying at those places; and on the 25th the fleet anchored in a line abreaft of Portici.

Cardinal Ruffo with his Calabrese, and the Russian and Turkish auxiliaries, had possessed themselves of Ponte Madelina, and the rebels were driven into the castles Nuovo and Ovo.* The French had shut themselves up in the castle of St. Elmo, which is situated on an eminence that overlooks the city.

In this posture of affairs the insurgents, or, as they were generally termed, the Jacobins, offered to capitulate to the Cardinal on condition that they should be allowed to march out with the honours of war, and be provided with vessels to transport themselves and families with their property to France.

* Castel Nuovo is in the heart of the city, and has a communication with the palace. Castel del Ovo is so called from its shape, being similar to an egg; it runs out into the bay, and is joined to the land only by a narrow pass and draw-bridge.

This had been agreed upon, and the convention signed by both parties. Captain Foote, who commanded the British force at that time, also signed at the particular request of the enemy.

Lord Nelson now arrived: it seems that, by order of his Sicilian Majesty, no terms were to be entered into with the rebels, but that their surrender was to be unconditional. They were accordingly brought into the fleet, and their arms were taken from them, and the principals were laid in irons.

The marines of the fleet were landed, and a party of them garrisoned the two castles which had been vacated by the enemy.

On the 29th of June the trenches were opened before St. Elmo under the direction of Commodore Troubridge, who commanded the besieging army; and the place was summoned to surrender: but the commandant determined to stand a siege. At first Captain Ball was second in command, but his services being required at Malta, where already the British navy had made good their landing, his place was supplied by Captain Hallowell.¹

¹ Captain Hallowell had in the course of this war served in similar situations on shore. At the taking of Bastia in Corsica, we find honourable mention of him by Lord Hood; he was in the batteries with Captain Sericold, and by his side when that valuable officer fell. At Toulon Captain Hallowell particularly exerted himself in bringing off the troops at the evacuation of that place, and was the last man on shore at La Mague. He was afterwards appointed to the *Courageux*, which ship was unfortunately wrecked on the coast of Barbary while he was on a court-martial in the Bay of Gibraltar. In the memorable action with the Spanish fleet off Cape St. Vincent, he was a volunteer on board the *Victory*; and the Admiral was so much pleased with his services on that occasion, that he strongly recommended him to the Admiralty, and sent him home with the duplicates of the account of that action; in consequence he was immediately appointed to the *Lively* frigate, and sent out again to Lord St. Vincent, who soon afterwards appointed him to the command of the *Swiftsure*.

On the 3d of July a battery of three thirty-six pounders and four mortars was erected about a hundred toises from the walls of St. Elmo; also a battery of four thirty-six pounders and four mortars was at the same time constructed at the opposite angle by the Russians under the orders of Captain Baillie.^m The Turks were employed in guarding particular depots; and, in the main, behaved very well.

It was the intention of the commander to storm the castle in different places as soon as practicable breaches could be made. On the 5th another battery of two thirty-six pounders was opened. In the meantime the three-gun battery being entirely destroyed, the guns dismounted, and the breast-work knocked down, the Commodore directed Captain Hallowell to construct another battery at the distance of ninety toises from the walls.ⁿ He was here ably supported by a Swiss regiment commanded by Colonel Tchudy. An emigrant^o of great merit and abilities likewise assisted.

^m Who had entered into that service at the conclusion of the American war, and now commanded a Russian ship of the line.

ⁿ This battery, which was admirably constructed, and cost immense labour, was covered by some trees which it was necessary to cut down before it could be opened with effect on the castle. This was a service of such danger, that none of the labourers could be induced to perform it. Commodore Troubridge and Captain Hallowell, with Colonel Tchudy and Mr. Monfrere, advanced before the works to cheer them by their example; being perceived by the enemy on the walls, a gun loaded with grape was levelled at them with such precision as actually to cut the boughs and strike the ground between their legs, yet providentially not one of them was hurt.

^o Mr. Monfrere, who had been an officer in the royal armies of France, had lately served on board the Seahorse in the humble capacity of schoolmaster; but Captain Foote soon discovered the superior qualities of this gentleman, and recommended him to Commodore Troubridge, who gave such ample

The quick and well directed fire of this new battery, which was not perceived by the enemy till it opened upon them, aided by a smart cannonade from the rest of the batteries, induced them to surrender; and an officer appeared on the walls with a white flag, as a token of truce. The terms of capitulation were soon agreed on; and the French marched out and delivered up the castle to the British troops. They were then embarked on board of vessels in the bay, and sent to France.^p

Commodore Troubridge next proceeded with the army to Capua. On the 21st of July he arrived at Caserta, where he rested his troops for that day; and the following morning encamped before Capua. The Swiss, commanded by Colonel Tchudy, took their station to the right of our troops, and the rest of the infantry, under General Bouchard and Colonel Gams, encamped on the left side of the Volturno. On the 22d a bridge of pontoons was thrown across the river, to facilitate the communication between the different detachments of the army. The cavalry was commanded by General Acton. Batteries of guns and mortars were constructed at the distance of a hundred and fifty toises from the walls of the city; and on the 25th, some of them being completed, they opened and kept up an incessant fire upon the enemy, who returned it with equal

testimony of his good conduct to Lord Nelson, that by his Lordship's interest he was afterwards promoted to the rank of major in a Neapolitan regiment of infantry.

^p No authentic accounts of the killed and wounded during this siege have reached me. I can therefore only state, that we lost one officer, Lieutenant Milbanke of artillery, who was killed by a musket shot while reconnoitering the castle. Two Neapolitan officers also fell in one of the mortar batteries by the same cannon ball.

spirit. On the 26th the trenches were advanced within a few yards of the glacis; and batteries were begun to be erected.

From the rapid approach of the besiegers the enemy were induced to capitulate without further opposition; and the terms they first sent to Commodore Troubridge being rejected, others were sent by him, to which they acceded.

On the 29th the French garrison marched out and grounded their arms on the glacis. They were then marched to Naples, under a guard of four hundred British marines and two squadrons of General Acton's cavalry, and were there embarked for France.⁹

Capua has always been considered as the key to Naples; it is situated pleasantly on the river Volturno, on the road from

⁹ Commodore Troubridge, in his official letter detailing the circumstances of the two sieges, speaks in the highest terms of the assistance he received from Captain Hallowell, as also from Captain Oswald: he gives ample praise to Colonel Strickland and Major Creswell, and the other officers and men of the marines; also to his two aid-de-camps, Lieutenants Lowrey and Davis, and Mr. Greig, an officer of the Russian navy who was serving with him on board the Culloden. The Russians under Colonel Baillie, the officers and men from the Portuguese men of war, also Colonel Tchudy and his brave Swiss, came in for their share of well merited eulogium; as did also Generals Acton and Bouchard, and Colonel Gams, and Count de Lucci, chief of the état major. Monsieur Monfrere was also spoken of in peculiar terms of praise.

As the troops were on their return to Naples Serjeant Macknight, of marines, being lame from an accident, was riding on a baggage waggon, when he received a shot from an unknown hand, of which he soon afterwards died. He was much lamented, being as good a soldier as well as one of the handsomest men in our little army. Suspicions fell upon some of our allies, who had expressed great resentment, and had repeatedly vowed revenge, because they had been prevented plundering by the steady conduct of the British troops. A Neapolitan regiment, that relieved our marines at Capua, were no sooner within the town than they began to exercise that cruel and disgraceful custom. The colonel, who was at dinner with the commanders, was called out to quell the disturbance, and soon returned with an account that he was obliged to shoot two of his soldiers before they would desist from plundering a house in the adjoining street.

Rome, and contains some handsome buildings. The surrounding country is perfectly level and highly cultivated. This city is celebrated by Silius Italicus for the luxury and debauchery that Hannibal and his army indulged in after the battle of Cannæ: it is about fifteen miles from Naples. The road to it lies through a rich and luxuriant country, where the husbandman's toil is requited by a triple harvest. The tall poplars on each side of the road were at this time loaded with vines that hung in festoons between them; and the soil below was bearing at the same time crops of corn, with melons and beans, and other vegetables in the intermediate spaces, so that not an inch of ground was unoccupied.

‘ Illa tibi lætis intexet vitibus ulmos:

Illa ferax oleo est: illam experire colendo

Et facilem pecori, et patientem vomeris unci.

Talem dives arat Capua. . VIRG. GEORG. lib. 2.

During the five weeks in which these events were carried on, Captain Hood had an arduous task to fulfil at Naples, where he commanded a body of seamen who had taken post in Castel Nuovo. The Calabrese, as well as Russians and Turks, had entertained hopes that Naples was to have been given up to plunder; and the Cardinal, through whose means they had

‘ Round thy tall elms the joyous vines shall weave,

And floods of luscious oil thy olives give;

This, with due culture, thou shalt surely find

Obedient to the plough, and to thy cattle kind.

Such fertile lands rich Capua's peasants till. WARTON'S Transf.

been thus marched from the furthest extremity of the Neapolitan dominions, had no power to curb their lawless acts, which broke out in various excesses. Captain Hood, by his firm and prudent conduct, at length succeeded in restoring good order; and it was remarked that Naples (so lately torn by intestine broils and revolutionary fury) never, in the most peaceable times, enjoyed a greater degree of tranquillity than under his government.

Previous to his taking this command divers atrocious acts of cruelty, and murders attended with circumstances of the most savage nature, were perpetrated in the face of day. One of these, that I witnessed, will be sufficient to relate here in proof of this assertion. An unfortunate gentleman, suspected of being a jacobin or rebel, was dragged wounded out of the house he had been concealed in, and in an instant was stripped and cut to pieces; his mangled limbs were drawn about the streets, and his head roasted before a fire kindled in them for that purpose. Some of our officers who were passing by, and obliged to witness the last scene of horror, of course expressed their concern and disgust at it, to the no small astonishment of the mob.

During these transactions his Majesty the King of Naples arrived in the Seahorse from Palermo. He first went to Procida, but the day following came on board the Foudroyant, bearing the flag of Rear-Admiral Lord Nelson; and his Majesty was received with a royal salute from the whole fleet.

At this time several Neapolitan insurgents were tried, condemned, and executed; among the rest Admiral Carraccioli. He had formerly distinguished himself by his zeal and courage when he commanded a Neapolitan Squadron, and fought under the command of a British admiral. This unfortunate man had retired with his Sovereign to Sicily; perceiving that no steps were likely to be taken by his court to oppose the new order of things at Naples, he requested and obtained leave to return thither for the purpose of securing, if possible, his large property in that quarter. His known courage and abilities then pointed him out, both to his countrymen and the French, as a proper man to head the marine whenever it should be formed; and he entered with zeal into the service. Perhaps he thought, as many others have thought, that the king's abdication of his throne, without making so strenuous an opposition as he might have done to the revolutionary system, and his quitting his capital several weeks before any enemy approached it, might plead his excuse for joining those who were now resolved to erect a new government, since they were abandoned by their old. Be that as it may, he was tried by a Neapolitan court-martial on board the *Foudroyant*, condemned, and executed the same day on board a Neapolitan frigate then lying off the Mole.

While we were in the bay I amply indulged my curiosity in viewing the various objects that distinguish the capital and its environs. Among the rest, the town of Pompeii demanded a

particular investigation, and I visited it, accompanied by a friend, before any one had yet seen it since the revolution. We found that several places had been opened, and new discoveries made by the French while they were masters of the country. One house, that had been discovered, was in good preservation. The pavement of the hall was of Mosaic work, having in the centre a small fountain; and the paintings on the walls were perfect, and some of them well executed. In one room was a dining couch in the form of an horse-shoe, on which the guests lay recumbent, and the viands were placed in the hollow of it. The couch being of stone, must, when used, have been covered with carpets or cushions.

In another place, which was only begun to be cleared away, there were many beautiful ornamental paintings on the walls. Whatever valuable statues or coins (if any) were found, they had been removed by the discoverers.

It would require an abler pen to describe the rest of this curious place, or the other remains of antiquity which we visited in the neighbourhood; I shall only observe, that they had in general suffered little injury.

The King had taken the precaution to remove the most valuable articles from his museum at Portici: but we were gratified by the sight of some fine bronze and marble statues there, which were found at Herculaneum; also the painted walls which had been removed from Pompeii, and curiously preserved in their original state; and a Mosaic pavement brought from

thence and relaid at Portici. An equestrian statue, in the entrance of the palace, had been struck by a cannon ball, and the head knocked off; but, as I was informed it was the only modern part of it, the injury is not irreparable.

I visited the studio in Naples, and had the satisfaction of seeing the famous statue of the Farnesian Hercules, which, with several other fine pieces of sculpture, was in a state preparatory for removal, and had we not arrived they would soon have been conveyed to Paris; the boxes for the purpose were there, and gave proof of the ingenuity of the French, both as to the strength with which they were constructed, as well as the mode in which the figures were prepared to be safe from injury. The spaces between the legs and arms, and other extended parts of the statues, were filled with lime and plaister, so as to render the whole a solid mass.

On the 5th of August, accompanied by Mr. O'Bryen, I paid a second visit to Portici, from whence we proceeded on mules to the hermitage on the side of Mount Vesuvius, taking three mountaineers as guides. When we arrived at the hermitage, where formerly dwelt a friar who was the ciceroni of the mountain, and famous for his vintage of lachryma christi, a rich wine in great request, to our concern we found his cell had been broken open and rifled, as well as his small chapel adjoining. Our guides said that the jacobini had done it, and that the venerable man had been very ill used by them. We had reason afterwards to believe that these fellows were of the party,

as they offered to procure us some of the wine above mentioned, which had been distributed among the neighbouring cottages.

The day was excessively hot, and the labour, after we were obliged to relinquish our mules, was very great. After crossing a plain of rocky lava, which proceeded from the chasm or valley that separates Somma from Vesuvius, we came to the crater from whence issued the torrent of liquid fire that overwhelmed Torre del Greco in 1794. The cinders a little way below the surface were still hot, and smoke issued from several places. From thence we proceeded to climb the great cone, which consisting of small pumice stones, we sunk at every step up to our ankles, and frequently, by its yielding to our weight, lost as much distance in a minute as we had gained in ten.

At length we arrived at the summit of the mountain, and seated ourselves on the brink of the crater, which appeared to be about a mile round. The inside was so steep that our guides assured us we should not be able to get out if we ventured to descend into it; and as smoke was issuing from several places with a rumbling noise, we desisted from the attempt. The surface of the bottom of the crater was nearly level and of a greenish hue; on firing a pistol into it the echo and reverberated sound continued for a considerable time.

From this place we had a noble view of the surrounding country. The plains before us were extended beyond the reach of the naked eye. Many of the neighbouring moun-

tains, which we could now look down upon, plainly spoke their volcanic origin from the crater or hollow on their summits, some of which had water in them, in others were thick groves of trees and shrubs.

As we returned to Portici we observed several half statues of a bishop holding up his hand towards the mountain. These we found to be the representation of the tutelar saint of Naples, St. Januarius, who is placed in the attitude of forbidding the mountain to pour its fiery inundations on the grounds or palaces where he takes his stand.

On the 6th of August Lord Nelson in the *Foudroyant*, having on board the King of Naples, and Sir William and Lady Hamilton, got under weigh for Palermo; the *Principé Reale*, bearing the flag of the Portuguese admiral the Marquis Neyra, accompanied them. The following day the *Swiftsure* sailed from the Bay of Naples.

In the note page 207, Lieutenant Davis is mentioned as one of the aid-de-camps of Commodore Troubridge at the sieges of St. Elmo and Capua. It may be remembered that this officer was appointed by Admiral Nelson to command the *Fortune* corvette, captured by the *Swiftsure* off the Bay of Aboukir. When Sir Sidney Smith took the command on the coast of Egypt he retained the *Fortune*, which went with him to the memorable defence of Acre, where Lieutenant Davis was actively employed.

On the 4th May 1799, he sailed under orders from Sir Sidney Smith to cruise for three weeks on the coast of Syria, in order to cut off supplies that might arrive from Alexandria for the French army before Acre, having under his direction the *Dame de Grasse* gun-boat. About three a. m. on the 8th, being at the distance of four miles from the coast near Jaffa, he fell in with a squadron consisting of three frigates and two brigs. At day-break one of the brigs having a red ensign displayed, came alongside of him. Lieutenant Davis hailed her, and was answered with a broadside and a volley of musketry, when she hoisted French colours; he instantly returned their salute, and a severe, though unequal, conflict began. At six a. m. all his cartridges, and the greater part of his shot being expended, three of his guns dismounted, his masts, yards, and rigging cut to pieces, and the enemy coming close upon his larboard

quarter with intent to board, Lieutenant Davis was compelled to strike his pendant, his colours having been shot away three times. At this time, too, the three frigates had got within gun-shot of the *Fortune*; further resistance, therefore, would have been rash and useless. The vessel that engaged the *Fortune* proved to be the French brig *Salamine*, and carried 18 guns and 140 men. The *Fortune* had only 10 guns, four and three pounders, all in bad condition. Lieutenant Davis was badly wounded, and had lost two men killed and four wounded out of a complement of 28 men, including himself and servant.

The frigates were the *Junon*, *Alceste*, and *Courageux*, under the command of Admiral Perré, who ordered the *Fortune* and gun-boat to be sunk. After cruising on the coast nine days longer, the squadron proceeded to the westward. On the 8th of June they fell in with Lord Keith's fleet, which captured the whole squadron when they had arrived within sight of their destined port. Lieutenant Davis was thus enabled to rejoin his ship, the *Swiftsure*, in the Bay of Naples. The gallantry of his conduct in this affair needs no comment.



CHAPTER XII.

..... Vallombrosa

Così fu nominata una Badia

Ricca, e bella, non men religiosa,

E cortese a chiunque vi venia. ARIOSTO. Can. xxii.

THE critical situation of the French in the Roman states, occasioned by the frequent defeats they had lately suffered in Lombardy, the Milanese, and at Mantua, induced Lord Nelson to send the *Swiftsure* to Civita Vecchia, the nearest sea-port to Rome, to see if any thing could be done to drive the enemy from thence, and aid the Austrians in their attack on the capital. The *Swiftsure* was proceeding thither, but an account arriving that the *Seahorse* frigate had been driven by a gale of wind on the rocks near Leghorn, it was judged expedient first to proceed thither to her assistance.

On the 10th of August we passed the mouth of the Tiber, and could plainly perceive the stately dome of the cathedral of St. Peter at Rome. In the evening we spoke the Balloon, Portuguese brig of war; and the day following worked to windward between Point Hercule and the island of Giglio.

On the 13th we anchored in the road of Leghorn, and had the satisfaction to find the *Seahorse* safe in the harbour, having

got off from her perilous situation with trifling damage. The same evening the Minotaur arrived also.

The opportunity of seeing Leghorn, Florence, and even Rome, was now eagerly embraced by me, my kind friend and commander giving me permission to make that tour, and in the event of his success at Civita Vecchia, to join him there by the route of Rome.* Subsequent circumstances prevented this arrangement taking place, but it gave me an opportunity of enlarging my tour. A friend from the Minotaur was permitted to accompany me by the favour of Captain Louis, and we proceeded from Leghorn, bearing letters and dispatches for the British minister at Florence.

On the 15th we set off from Leghorn, proceeding through a level country, part of which was occupied by a forest of low

* I shall not particularize the circumstances that took place at Civita Vecchia, as I received only a concise account of them afterwards, which is here related.

When the Swiftsure appeared off that place a French officer of distinction came off with a flag of truce, but nothing was then decided. At another time when some Neapolitan vessels, (supposing the place was evacuated by the French), were making towards it, the French armed boats, and gun-boats of a large size, pushed out to bring them in. But the launch and large boats of the Swiftsure were sent to their assistance, and soon made the enemy retire, pursuing them with great spirit till under the guns of their own batteries, and nearly capturing them. Lieutenant Eylmer, in the launch, had a narrow escape; a shot from the enemy's battery, which killed a man who was in the act of taking aim, struck the powder-horn from his hand. Captain Hallowell had already entered into a negotiation with the enemy, and paved the way for a surrender of the place, when he was recalled to attend the Admiral at Palermo. Afterwards Commodore Troubridge in the Culloden, and Captain Louis in the Minotaur, arrived on the station; and the French perceiving that all hopes of defending themselves against the united powers that attacked them on all sides were at an end, and thinking to obtain better terms from the English than the Austrians, consented to surrender. Captain Louis proceeded to Rome, and there received the submission of the enemy, who were marched from thence to Civita Vecchia and embarked in vessels that transported them to France.

oaks, and the same day we arrived at Pisa. It being the feast of the assumption of the blessed Virgin, great preparations were making for the due solemnization of it. The evening was spent by the higher orders at a grand ball at the theatre; from whence, at midnight, they sallied out to join the solemn procession to the cathedral, where high mass was performed with all the pomp imaginable. The streets leading to the cathedral, as well as the pavement of the same, were strewed with myrtle and laurels, which being trod on, sent forth a delightful odour. The fragrant smoke of the censers, the blaze of torches and lamps which illumined the stately fabric, and the solemn stillness of the midnight hour, formed such a scene of grandeur and delight as impressed the mind with religious awe.

The next morning we went to view the site of the late solemnities. The cathedral, which is a noble pile of Gothic building, is situated in an area surrounded by those other celebrated structures, the baptistry, the cemetery, and leaning tower. The brazen doors of the cathedral are deservedly admired. On them are represented passages from the Old and New Testament in basso relievo, executed by Bonano Pisano, whose bust is placed near one of the doors. There are also many fine paintings, and handsome monuments, and other sculpture in the aisles and chapels of the cathedral.

The baptistry is a large circular building surmounted with a handsome cupola. It is built of marble, and is celebrated for a remarkable echo. The cemetery, or, as it is here called,

il campo sacro, or the holy ground,' is appropriated for the interment of the inhabitants of the city; its form is oblong, and round the area are cloysters, the walls of which are decorated with paintings representing various pieces of scripture history; the figures as large as life. Among the rest is one of the last day; some satirical strokes at the monks in this picture would induce one to believe that it was meant to turn that body into ridicule, if we did not frequently meet with the same in all Roman Catholic countries. In these cloysters there are also many handsome monuments to the memory of celebrated warriors, statesmen, and others.

We next visited the leaning tower, which is a handsome circular building of free-stone. On the outside it is divided into eight compartments, with galleries surrounded by pillars, gradually diminishing in height toward the top, which give it a singularly light appearance. But what most characterises this structure, is its being sunk into the earth on one side, and thereby thrown full five yards out of the perpendicular. Some people imagine it was the whim of the architect that caused this inclination of the edifice; but that certainly is a vulgar error, for had he built it so in order to shew his ingenuity, he would have made it evident by erecting it on a pedestal horizontal with the earth: but that having sunk equally with the rest of the building, shows it was a fault in laying the founda-

¹ So called from some earth that was brought from Jerusalem by the crusaders and deposited here.

tion that caused it thus to lean. From the top of this building we had an extensive view of the surrounding country, which is highly cultivated and diversified by mountains, plains, and rivers, with a distant view of the sea beyond Leghorn. In the street leading from this venerable collection of sacred buildings we visited a foundling hospital, which reflects infinite honour on the founder and supporters of it. As there was a box to receive eleemosynary contributions, we with pleasure gave our mite in aid of so noble and meritorious an institution.

The city of Pisa is handsome, and adorned with many private and public buildings. The river Arno, which runs through it, adds greatly to its beauty, and might be highly beneficial to its commerce. But Pisa at present appears to have fallen from that opulence its stately buildings seem to promise, and is far from populous.

We next proceeded to the baths of Pisa, which are about three or four miles from the city. There are many spacious houses for the convenience of the fluctuating inhabitants. The hot baths are reckoned beneficial in gouty cases. The buildings appropriated for that purpose are commodious, and are also supplied with cold baths. Our journey from hence lay through a rich country at the foot of some high hills, and the groves of olives we passed through reminded us of the oil which is made in this district, and takes its name from the city of Lucca, at which place we arrived the same day. It is about fourteen

miles from Pisa. The Austrians were in possession of this place, the French having very lately evacuated it.

As we had, in our haste to depart from Leghorn, forgotten to provide ourselves with proper passports, we were taken into custody by the guard, and carried before the Austrian commander. He addressed us in German, a language neither of us understood; but by the help of an interpreter we informed him of our country, and situation, and the object of our journey, which being corroborated by our letters addressed to Mr. Wyndham, we were civilly dismissed, and presented with Austrian passports. Having an introductory note to the Abbate Christophani, we availed ourselves of it, and were politely received by that gentleman, and by him conducted to see a valuable collection of pictures belonging to the house of Bonvisi.^u There is a good road either for carriages, or walkers, on the ramparts of the city, which are three miles round.

What, except the hope of plunder, occasioned the French to attack this unoffending little republic, I could never learn; but one use they made of it was to take possession of the armoury, which contained an ample store. The brass ordnance was of very curious workmanship, and highly embossed. Most of this had been removed and transported across the Appenines, as I shall hereafter mention.

Taking leave of the friendly Abbate, we set off for Florence;

^u This family seemed to be at Lucca what the family of the Medici was at Florence, though in a less eminent degree. The present Marquis Bonvisi is a minor.

and on the road passed through the towns of Pistoia and Prato. At the former place we visited a silk mill, in which is a spinning machine of great ingenuity, several thousand reels being set in motion by one water wheel.

In the evening we entered the city of Florence, after a pleasant journey of about forty miles through a rich and cultivated country. And we could not but remark the difference between the inhabitants of Tuscany and the wretched people of Naples; the climate being the same, it must arise from the superiority of the government, which, though absolute, is mild and equitable. We perceived a cheerful cleanliness that bespoke content in the persons and countenances of the Tuscan peasantry, who are in general robust and healthy, and the women are handsome, and neat in their persons and habits.

At Florence we took up our residence at the Grand Bretagne, kept by Sneideroff, a German who speaks good English, and is a very civil and obliging landlord, very different from the generality of hotel-keepers out of England.

After paying our respects to Mr. Wyndham, the British Ambassador, by whom we were received with the greatest politeness, and at whose table we were at all times treated with the truest hospitality, we proceeded to examine the many subjects of curiosity that are to be met with at Florence. The famous gallery demanded an early visit, and we had the pleasure to find it had hitherto escaped the despoiling hand of the French; but their intention to remove the contents was visible

by the mark set on all the statues and pictures. Each piece was numbered, and "Pour la Republique François," was written on every one of them. The vast extent of this noble gallery, which forms two sides and the end of a small street, and is filled with chef d'œuvres of the arts, occupied a long morning to inspect in a cursory manner. And though we frequently repeated our visits, we always found new subjects of admiration.

From the centre of one of the galleries we entered an octagon room called the Tribune. In this cabinet is the finest collection of statues in the world. The Venus de Medicis, the Wrestlers, the Arrotino, the Dancing Faun, and Apollo; besides which, there are also some capital paintings of the first masters.

From hence we entered a suite of rooms in which are collected the best paintings by the artists of past and modern times, and a number of inimitable pieces of sculpture. The contents of one of the rooms attracted our attention in particular; it is entirely filled with the portraits of the most celebrated painters of the old school, and with some of later date, each done by the artist himself. In this assemblage of genius we had the pleasure to observe the portrait of our own countryman, Sir Joshua Reynolds. And the only piece of modern sculpture in the room, is the head of the Honourable Mrs. Damer, finely executed in white marble by herself. The portrait of Denner by himself, is finished in the usual stile of

that master; each hair and vein is minutely expressed, yet the effect of the whole is good, which is seldom the case where such pains are taken in the detail. It would be an endless task to enumerate the contents of this far-famed gallery, nor will the scope of the present work permit it.

Adjoining the Palazzo Pitti is a museum which was founded by the Grand Duke about twelve years ago; yet, notwithstanding the shortness of the period, it already contains a very valuable assemblage of curiosities; and the arrangement of them is excellent. Among other things that particularly demanded our admiration is a complete series of anatomical preparations in wax; every part of the human frame is represented with the most exact nicety. There is also a series of the animal, vegetable, and mineral worlds following each other in regular order, classed and numbered with precision. Those productions that cannot be preserved in their natural state and colour, are so finely imitated in wax as almost to deceive the closest inspection.

The last thing we saw at the museum was so horribly fine, that at the time the ingenuity of the artist astonished us, the subject could not fail to fill our minds with horror. It is in three compartments; and represents the awful change which the human frame undergoes in the several stages of the plague. It is well worth the traveller's inspection, but will by no means suit a descriptive account.

To view the numerous subjects of this museum, in a slight way, occupied two mornings; it would require many weeks to examine them with the attention they deserve. The Abbaté Olmi, who had a share in arranging and preparing this invaluable collection, accompanied us, and explained the nature of it in a manner both highly entertaining and instructive.

Palazzo Pitti, the elegant residence of the Grand Duke, had met with sad usage from the French. This palace was built and decorated from the private coffers of the Grand Dukes, without any aid from the people; yet this circumstance does not appear to have raised any compunction in the breasts of these destroyers. The rich silk curtains which hung before the doors and windows, reaching from the lofty ceiling to the ground, had been wantonly hacked to pieces with their swords as far as they could extend them, and several of the most celebrated pictures had been stripped from their frames. The *Madonna della Sedia* of Raphael had been stolen by the wife of a commissary; but this being discovered by the commanding officer of the French army, it was restored, but again disappeared. Whether it has at length found its way to Paris is not known; the superb frame still remains where it hung. In this palace there are also some fine specimens of Mosaic work, and inlaid tables of the manufactory of Florence.

The gardens of this palace, called Boboli, are elegantly laid out, and adorned with fine statues and fountains. Near the city is a public ride much resorted to by the Florentine no-

bility. It belongs to a small palace, or rather farm, of the Grand Duke.

The river Arno runs through the centre of the city; in the summer it is very low, but when torrents from the mountains increase its waters, it has a very noble effect. Each side is faced with stone, and over it are several bridges of various architecture. One of these, called Pontè della Trinita, is remarkable for the peculiar form of the arches, which are uncommonly flat. In the summer evenings this bridge is a favourite promenade; and, to secure walkers from the interruption of carriages, the ends are at a certain hour secured with chains.

There are several theatres at Florence, but at this time only two were open; the Cocomero and the Pergola. At one of them we were presented with a very curious drama of *fifteen* acts; it lasted three nights.

The cathedral church is an elegant building entirely of black and white marble in compartments, and is surmounted with an octagon cupola. Near the cathedral is a stately square tower in which the bells are hung. It is composed of black, red, and white marble, in compartments. Near this building is the baptistery, also of marble, highly polished, the three brazen gates of which exceed in beauty those we saw at Pisa; the figures on them are highly finished in basso relievo. The celebrated Michael Angelo, speaking of these gates, said, they were fit to be the doors of Paradise.

The chapel of Medicis, adjoining the church of St. Lorenzo, would be the richest piece of architecture in the world if it were completed: it is composed of the most valuable stones, such as lapis lazuli, jasper, and oriental agate: the ceiling and altar are unfinished.

There are many fine antique statues which adorn the streets and squares of Florence. On the outside of one of the gates of the city is a modern triumphal arch, which is an handsome ornament to that approach.

It would far exceed the limits of this work, were I to enumerate all the curious exhibitions of ancient and modern ingenuity that are contained in this city. Suffice it to say, that whether the French have, or have not, robbed it in their last visit of some of its most valuable works, there must still remain sufficient to claim the attention of travellers; and this city must always possess attractions to detain them within its walls for some time. The manners of the people, the climate, the various amusements, and, above all, the security in which both persons and property are held, would ever make it a most agreeable residence.*

Having heard much mention of a Benedictine convent on the Appenines, we set off for that place with Mr. Alloway (who had returned to Florence with Mr. Wyndham, whom he

* Assassination, so common in most other cities of Italy, is very unusual here. Mr. Wyndham told me, that, for the six years he had resided in this city till the French came, not one murder had been committed.



100 Shutter & light

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had accompanied in his late voyage to Sicily). Our road lay up a steep ascent, but having four horses to our carriage, we arrived in good time at a village about fourteen miles from Florence. The road now became impassable for wheels, and we proceeded on horseback through a romantic country, varied with steep ascents, barren heaths, or shady forests. By a narrow path winding round the side of a mountain we came to an ancient bridge, below which the torrents, swelled by late rains, came tumbling over the rugged rocks.

At length we entered a forest of pines, and by a winding road reached the venerable monastery of Vallombrosa, so called from the beautiful wooded vale in which it is situated, although nearly on the summit of the Appenines. The annexed view will give a faint idea of the picturesque scenery of the place, which deserved a far abler pencil.

We were received with hospitality and politeness by the monks: one, and sometimes two of them, attended us while the rest seemed entirely occupied by the duties of their profession. The monastery is a handsome pile of building, the rooms commodious and well furnished; the chapel is large and handsome, and quite free from that glitter of tinsel ornament that too often spoils the appearance of similar edifices in Roman catholic countries. One of the fathers conducted us through a wood, at the back of the house, to a small habitation on the brow of a rock. On our road thither we passed over a wooden bridge that led across a torrent formed by a waterfall of con-

siderable height. Soon afterwards our conductor suddenly stopped, and crossing himself, seemed to regard with particular marks of devotion a rock that was in a recess overhung with ancient oaks and pines. On examining the object of his adoration, we perceived the rude impress of a man upon it: the worthy father told us it was a miracle that befel the founder of his house, who, while he was attending to the erection of the building above, fell from the height on the rock we saw, which softened at his touch, and he escaped unhurt. After this we expected to see something worthy such a miracle in the structure he was employed upon when it happened, but found nothing more than a small house, in which were some indifferent pictures; and in a little museum we were shewn several specimens of a peculiar composition like marble, representing views of various places, which he said was the invention of a Mr. Huggesford, an Englishman, who had been a brother of their order.^y The next morning we climbed to the top of the hills behind the house, and found ourselves on a large plain on the summit of the Appenines. From hence we had a view of the two seas on each side the Isthmus of Italy, the Adriatic and the Tuscan sea. After passing two days much to our satisfaction with these friendly monks, we descended the mountain and returned to Florence.

^y But Mr. Huggesford's taste and industry are also visible in the grounds round the monastery, which immediately struck us to have been the work of an Englishman. The scenery, in that part contiguous to the house, reminded us of the appearance of an English park, where art is introduced to assist and not destroy nature.



J. C. Muller sculp

Caballero in the Appenines.

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Cooper Williams del.

Finding that the Arretines^a advanced but slowly towards Rome, and that we might be long detained in their camp, should we follow our first plan of going thither, we determined to see ~~those~~ parts of Italy that had lately been wrested from the French by the Austrians and Russians. General Suwarrow had at this time been victorious in several hard-fought actions in the Milanese, and was advancing towards Genoa.

We, therefore, after procuring proper passports through the friendly assistance of Mr. Wyndham, ascended the Appenines with a Vetturino,^a who was to convey us to Bologna. The road, though steep, was in general good. At Alle Maschere we baited our cattle, and again set forward. Climbing the mountain for thirty miles, we arrived in the afternoon at Cubillario; which is a lone inn on the highest part of the road across the Appenines. Here our muleteer advised us to stop; and we found our accommodations tolerably good.^b While the fire was

^a The Arretines are the country troops that rose against the French and helped to drive them from Florence; they were commanded by Colonel Mari. While the French remained at Florence, they had frequent skirmishes on the neighbouring mountains with these gallant patriots, who, without any assistance from the higher nobility of the country, had risen against the invaders, and revenged, as far as lay in their power, the insults offered to their beloved Duke. In several actions they had compelled the French to retreat to Florence with great loss. They were sometimes headed by Signora Mari, a beautiful and elegant woman, wife to the colonel. Like Clorinda she bravely led them, dressed in a military habit, and well performed her part.

^a The Vetturini are people who furnish horses or mules to convey travellers for a stipulated sum; they also provide provisions on the road; but care must be taken to enter into a written agreement before you set off, and that the time they are to be on the road, and the places they are to stop at, are specified. We took a carriage with us on the journey, and found the Vetturino so slow in his motions, that we afterwards preferred the more expensive, but pleasanter, method of taking post-horses.

^b The plate gives an exact idea of an Italian inn. Under the arches the carriages are secured from the weather; within them are the stables, and the rooms above are appropriated for the guests.

lighting above stairs (for the air was now exceedingly cold from the height of our situation, though it was in the middle of August) we went into the kitchen, and there found several of the country people warming themselves and conversing on the events of the war, and the various changes they had lately witnessed. One of them, to our surprise, declared, "that they might say what they would of the Russians and Austrians, of Suwarrow or Prince Charles, yet the English Signior Pitt was the moving spring of all, for without him the French would never have been driven out of Italy." We were not a little pleased at this homage paid to our illustrious countryman in a place where we hardly expected that even the existence of our island was known.

In the course of our journey up the mountains, we had passed several broken gun-carriages, and in some places perceived they had been tumbled over the precipices, broken pieces being discovered in various directions; here a wheel, there a shaft or beam, and the gun in a third place. At Alle Maschere we saw some Austrian soldiers who were employed in conducting these pieces of ordnance; and from them we learned that these were the guns which the French had taken from the arsenal at Lucca, and had abandoned on the road. They were now taking them to Bologna, from whence they were to be conveyed to Mantua. The ornaments on these guns, which were all of brass, were exquisitely finished; the knobs at the breech represented the heads of various animals, or of men, curiously executed. The

arms of the Republic, with suitable ornaments and inscriptions, were equally well done.

The following day we set forward before sun-rise. Just as we ~~came~~ to an opening of the mountains, from whence we had a magnificent extended view of Lombardy with numerous towns and villages on the plains below, the sun rose and tinged the mountain tops with the most brilliant colours. As we descended the winding road down the steep declivity we met several troops of Austrian cavalry on their march towards Rome. The romantic crags of rocks that hung over our heads, the tall chestnuts, oaks, and pines, that seemed coeval with the soil, stone bridges decorated with crucifixes, the fertile fields that were in the vallies below, and the waters of the Adriatic, of which we occasionally had a glimpse at the extremity of the horizon, formed altogether a sublime picture.

At length we reached Pianoro, a small village at the foot of the Bolognese side of the Appenines; here we intended to breakfast, but the inn being already filled with the Austrian officers, part of the army having halted at this place, we were constrained to pass on above a mile to a wretched hovel, where however we contrived to make a hearty meal on an omelet; and from thence proceeded to Bologna. We now dismissed our veturino, intending to take post-horses; but experienced some difficulty in compassing this point, as all the horses were taken possession of by the military to transport the baggage and stores of the army. However, by making our case known to

the commanding officer, we were allowed a pair of horses, to which our landlord contrived to add another pair by stealth, and we reached Tedo by nine o'clock.

This place is a lone house a little out of the high road, where we were informed Lord Bristol, the Bishop of Derry, had been confined by the French for some time. From hence we proceeded, the next day, through a level country to Ferrara. On our road we crossed a branch of the Po, called Rhino, the waters of which were not more than three feet deep.

At Ferrara we visited the Palazzo Parodiso, where is a most excellent library, consisting, as we were told, of eighty thousand books. Here we saw the original manuscript of the Orlando Furioso of Ariosto, also several original letters in the hand-writing of Tasso, Petrarch, and other celebrated poets. The chair and ink-stand of Ariosto are curiosities shewn with great marks of respect here. The tomb also of that poet is to be seen at the Benedictine convent; but the French, after turning the unfortunate monks out of their monastery, had converted it into an hospital. At this time it was shut up, as was also the chapel adjoining, where the tomb is deposited.

The fate of the Benedictine monks has been peculiarly hard: they are in general men of family, who have been used to the comforts of life; and, it is but justice to observe, they dispense the wealth they possess with a liberal hand. Thus rudely thrust out of their possessions into a world they had renounced, they were in danger of being starved, if the benevolence of their

poorer brethren had not assisted them. The labouring poor in the neighbourhood of these monasteries have great reason to lament the loss of their employers and benefactors.

~~Ferrara~~ Ferrara once was a place of great opulence and consequence; but, since it has fallen into the power of the Roman See, it has become quite the reverse, and is now the dullest place I saw in Italy.

From hence we next proceeded to Padua. Crossing the Po, we passed through St. Madalena and Costa, and changed horses at the ancient town of Rovigo, and thence passed through a district which produces abundance of the largest hemp; the country is marshy and unpleasant, but highly cultivated.

We soon afterwards passed the Adige, and from thence proceeded to Monfelicé, where we again changed horses, and arrived at Padua in the evening. We were much struck with the pleasant appearance of this celebrated place. The cathedral, and other churches, the saloon or great hall, and the university, are all interesting objects.

From Padua we followed the tract of the Brenta for some miles, and were much pleased with the handsome appearance of the villas that adorn its banks. That of Prince Pisani attracted our attention, and induced us to visit it; and it well answered our expectations. The grand hall of this palace is truly magnificent, and the fresco paintings on the ceiling are admirably finished. Our attention was attracted by two oil paintings of the Tower of London, which were drawn to com-

memorate the landing of a prince of this family, who was formerly ambaffador from Venice to our court. One of the rooms of this palace is fitted up in the Turkish ftyle.

Leaving this delightful manfion, we proceeded to Delo, ten miles from Padua, and thence arrived at Fufina, nine miles further, where we left our carriage and embarked on the Lagune, or fhallows, in a gondola, and in an hour entered the city of Venice.

We took up our refidence at Pedrillo's hotel, the White Lion, on the grand canal, which, befides being a very comfortable houfe in all refpects, commands a pleafant view of the Rialto. The annexed fketeh I made from the windows of our apartment.

Venice has been fo often defcribed, that I fhall only remark the alterations it has fufained from the late vifit of the French, who deftroyed the ancient government, and did all the mifchief they could to the arfenal, and then gave it up to the Auftrians. The four brazen horfes that were brought from Conftantinople, faid to be the work of Lyfippus, and placed over the entrance of the cathedral of St. Mark, had been taken away by the French. We were informed that the removal of thefe celebrated horfes created much difturbance in the city, and would have been prevented by the populace, but their power was not equal to their wifhes.

The lions mouths at the top of the grand ftaircafe of the Doge's palace, into which anonymous accufations were thrown,

Erigeron phillyriaefolius Adl.



you toward and the South. Grace.

John L. Williams, Westport

are destroyed, and the place closed up where they were fixed. The fine paintings in this magnificent palace remain as they were, being painted on the walls.

The cathedral of St. Mark is remarkable for the fine Mosaic work in the ceiling, as well as for the general beauty of the building.

We visited many of the palaces of the noble Venetians, and saw the finest paintings of the Venetian school, but could not help regretting the decayed appearance they have, which is not the case of paintings by the same masters in other parts of Italy. I imagine it must be occasioned by the saline humidity of the air.

The arsenal and dock-yard are admirably contrived: the ships, from the largest man of war to a galley, are all built under cover, so that they are not liable to be warped either by partial winds or the heat of the sun. The French had exercised their ingenuity in destroying the ships that were on the stocks, but not in a state to be taken away: they had built a strong prop under the centre of the vessel, and then, knocking away the piles that supported the ends, they were broken by their own weight. Several large gallees had been scuttled and sunk; but these the Austrians had contrived to weigh and refit. In the foundry we saw the process of casting and boring brass cannon. The armoury had been entirely stripped, and a useless piece of mischief exercised; large cannon-balls had been rolled down the fine marble steps in order to break and disfigure them.

On Sunday evening we were much entertained at a concert of instrumental and vocal music at the chapel of the Ospedale della Pietà. All the performers are young women, who receive their education gratis at the hospital. There are several other institutions of a similar kind.

We were told that in this city there were four theatres; at one of them we saw an opera in which they celebrated the conquest of the Russians, English, and Austrians, over the French; but when the French flag was thrown down and destroyed, it did not meet with that enthusiastic applause that similar representations receive at Florence.

That we might the better judge of the size, as well as general appearance of this remarkable city, we ascended to the top of the great tower of St. Mark, which is three hundred feet high: from hence we had a noble view of the city; every street of which is water, and the only carriages are gondolas and boats of traffic. There are, however, many narrow alleys that communicate with each other by bridges; of the latter there are said to be more than five hundred. Round the city are a multitude of islands of different forms, and appropriated to various uses. Some are entirely laid out in beautiful gardens and handsome palaces, others have extensive manufactories, or churches and convents. The gondolas have a very sombre appearance, being universally black; but their convenience, and the swiftness of their motion, render them the pleafantest of carriages.

As our stay would not allow of a minute inspection of the various objects of curiosity that adorn this city, we were constrained to take only a cursory view of them. One day we proceeded in a gondola through the whole of the grand canal. The palaces, whose fronts are towards the canal, are mostly of the Grecian order, and boast the masterly hand of Palladio, Sanfovino, and San Michelle; but, from the corrosive sea air, they have acquired a brown and dirty appearance. The floors of the houses here are of a composition of plaister highly polished, and of various colours, representing different kinds of marble. Though these floorings are common throughout Italy, they are much better finished and display greater taste here than elsewhere.

After passing four days in Venice, we returned to Fufina, and from thence measured back our steps to Padua. There are many handsome churches and other public edifices in this city; the church of St. Antonio is a noble Gothic building, founded so early as the year 1255; and is enriched with some capital paintings, particularly of the Venetian school. The botanic gardens are greatly admired by strangers for the convenient arrangement of the plants.

The great hall, or town house, is well worthy inspection: it appeared to us to be as large as Westminster Hall; round the upper part of the walls are paintings of the twelve signs of the Zodiac, and small circular windows are so disposed that the sun at a certain hour darts his rays on the sign that governs the

month; so we were informed by our ciceroni, whether true or false, I shall not pretend to determine. In this hall Bonapartè gave a grand entertainment to the officers of his army, and the principal people of the place, but left the inhabitants to pay the expence of it.

Some cardinals had already arrived at Padua in order to form a conclave for the election of a Pope, in the room of the late unfortunate Pontiff, who had just fallen a sacrifice to French perfidy and ingratitude.

From hence we went to Vicenza; but the evening closed in before we reached the city: being circumscribed in point of time, we set off early the following morning; so that all I can say of the place is, that it appeared to us, on the morning of our departure, to be handsome and well built, and the situation remarkably pleasant. I can also vouch for the urbanity of the inhabitants; for, by mistake, we went into a conversationè of the nobility, where none but those who are properly introduced are permitted. But we were foreigners, and Englishmen; the rule therefore was politely dispensed with, and we were received with marks of attention and civility highly gratifying to us.

We have, however, to lament that we could not pay more attention to a place that gave birth to Palladio, and where some of the best specimens of his skill in architecture are to be found.

From Vicenza we passed through a fertile country to Monte Bello, and from thence to Caldiero, at each place changing horses, and by noon entered the celebrated city of Verona, and

found there remnants of antiquity that fully justified all we had been told of it. The fine marble amphitheatre is in excellent preservation, and gives a clear conception of the order and arrangement that was preserved at those public exhibitions, where such multitudes of people were assembled. This amphitheatre is said to be less than the Colysæum at Rome, but much more perfect. It is capable of containing twenty-two thousand and eighty-four spectators, all of whom could easily survey the arena or space where the gladiators engaged with each other, or with wild beasts.

The river Adige runs through this city, over which are four handsome stone bridges. The streets in general are narrow, but that called *Il Corso* is long and spacious; in this street during the carnival are races for horses and footmen. We also were shown two gateways, which our ciceroni assured us were ancient triumphal arches; one certainly was not, and I have reason, from subsequent information, to believe that the other has no claim to that title.

From the walls of the city we had an extensive view of the surrounding country. The plain extending for three miles, and skirted by rising ground, had lately been the scene of some gallant actions between the Austrians and French: the former with only sixteen thousand men engaged the latter strongly posted on the heights with forty-five thousand men. The inhabitants on the walls anxiously beheld the combat. Towards the close of the day a cessation of hostilities took place; the Vero-

nese, fearing that their friends were in danger, could no longer be restrained, but insisted on being led to their assistance; the Governor complied with their wishes, and marched with them to the Austrian camp. When the day broke, and the French discovered the numerous reinforcement that appeared on the side of their enemy, they retreated with precipitation to the distance of seven or eight miles from the field of battle, imagining that the undisciplined troops would retreat to the city, which they did. But at this eventful moment a large body of Austrians troops from Vicenza and Venice arrived, and changing the face of affairs, the French were again beaten. They then attempted by a manœuvre to regain the city before the Austrians, but were once more foiled by them; for the Imperialists, being aware of their design, had loaded large and heavy barges with stones, and setting them adrift, they fell down the river with such rapidity, that striking the piles of a temporary bridge the French were obliged to pass, it gave way, and thus stopped their career. Many were drowned, and those who had already passed over were either taken or killed, and the rest of the army retreated.

In this city the celebrated Paul Veronese was born, and many of his fine paintings are to be seen in the churches and public buildings. Here also we were shewn some curious petrifications of fish which are found at Monte Bosco: we bought several specimens which represent the fish in a very perfect state, even the bones and scales being visible; they are found

in a soft white loamy stone. Besides these, crabs and oysters are also found in a similar state.

From Verona we journeyed for eleven miles through a rich and well cultivated country to the little town of Castel Nuovo, where there was nothing to arrest our attention.

The next place we came to was Peschiera, a strong fortress on the side of Lago di Garda; it commands a pass from the province of Brescia into the Veronese. When the Austrians were on their march from Brescia the French retreated from this fortress to Mantua, breaking down part of the bridge and destroying the road in their rear, which we found still in so bad a state as to be hardly passable.

From hence our road lay on the margin of the lake to Desenzano, a small town delightfully situated on the southern side of it. Being a fast-day we dined on a large trout just taken from the lake. From the windows of our dining-room we had a view of this beautiful sheet of water, which is thirty-five miles long and twelve broad. At the furthest extremity we beheld the majestic summits of the Alps rising as it were out of the bosom of the lake. Monte Baldo, a barren mountain, whose rugged sides overhang the eastern margin of the lake, opposed to the softer beauties of the western side, formed altogether an enchanting picture. In the evening we walked for about two miles along the shore through some delightful meadows. The weather was soft and pleasant, and a light breeze just served to ruffle the surface of the water, and fill the sails

of the boats that were conveying merchandise from one town to another. Some tall poplars ornamented this quarter; and from hence I took the drawing which represents the narrow part of the lake towards Monte Baldo, with a small town or village at the foot of it. A promontory of land, that from this point of view had the appearance of an island, on which were some buildings with a chapel and fortrefs, added much to the picturesque effect of the scene.

We now retraced our steps to Castel Nuovo; from hence we passed over a rugged and disagreeable by-road to Roverbello; and having crossed the Mincio,^c early in the afternoon we reached Mantua. This city, situated in the middle of a swampy lake, has been the object of severe contests between the French and Austrians in the course of this war. Bonapartè, after a siege of many months, during which he lost a great number of men from sickness, took it by capitulation, the garrison being reduced to the last extremity by famine.

At the time of our visit it had just passed into the hands of the Imperialists, who in a few weeks retook it, advancing their works with astonishing rapidity to within seventy paces of the horn-work that defended the causeway; from whence the

^c When arrived at the banks of this river, Virgil's beautiful lines struck us as peculiarly descriptive.

"Tardis ingens ubi flexibus errat

Mincius, et tenera prætexit arundine ripas."

VIRG. GEORG. lib. 3.

Where Mincio's stream meand'ring slowly feeds
Around his ample shores the tender reeds.

Upper Middlesex, 1841



The Southern end

View on Lake de Garde
from the Hotel de Ville, Paris, 1841

French were soon driven, and a breach being made in the walls of the town, and an escalade resolved on, the besieged were induced to capitulate. As we passed the causeway the artificers of the army were busily employed in filling up the ditches, and destroying the works they had made in their late siege, and also in rebuilding that part of the wall that had been battered down.

We put up at the Royal Auberge, which well deserves the name, as it has more the appearance of a palace than an inn. You did not enjoy the sumptuous apartments without paying well for them. We found it the most extravagant inn we met with on this tour. The streets of Mantua are in general spacious, straight, and adorned with handsome edifices. The cathedral, built by Giulio Romano,^d is a spacious building; many of the paintings in it are also by the same master. The castle, or ducal palace, has also some capital pictures by Annibale Carracci, Palma, and one by Titian; the ceiling is by Giulio Romano. At the palace di Thé (named so from its being formed like the letter T) we saw some fresco paintings of Giulio Romano, who also gave the plan for this palace: the two most remarkable are, the fall of Phaeton, and Jupiter's victory over the Titans; the figures of the latter being larger than life, have a terrific appearance. In the court-yard of this

^d This celebrated painter and architect was interred in the church of St. Barnabas in Mantua; but by the alterations that have since taken place in the edifice, the exact place where he lies is unknown. His house was opposite to the church. It will be remembered by my readers, that honourable mention is made of him by our great dramatic poet Shakespeare; see *Winter's Tale*, act v.

palace we saw a large train of artillery, of various forms, and different kinds of composition. We learned they were captured from the French, and consisted of a medley they had picked up in their various depredations. Some large pieces of ordnance attracted our attention, from the colour of the metal, and the simplicity of their appearance, being turned quite plain, without any ornament. We found they were composed of bell-metal, in which there seemed to be a large proportion of silver.

It is in the recollection of every one, that, at the commencement of the French revolution, the bells of all the churches in France were put in requisition, and melted down for the service of the Republic; and these were some of them. I should imagine the noise they make when fired, must be greater than those of brass, which exceed iron guns in a sharp ringing sound that follows the explosion. There were also some beautiful pieces of more ancient ordnance from Lucca and other places.

In the evening we went to the theatre, which is handsome, and better lighted than is generally the case in Italy, and the performance was good.

From Mantua we proceeded through a fertile country till we arrived at the banks of the Po, which we crossed over in the same manner as before in our road from Ferrara to Padua. The contrivance is ingenious, and peculiarly easy and expeditious. Two large flat boats are fastened together, on which



Cooper Williams del.

*Mying Bridge on the Ho
London Pub. by Wm. Price Street 1861.*

J.C. Smaller sculp.

a firm deck is laid; on the fore part is a beam erected on two poles, from whence a strong rope is extended into the centre of the river, and there fixed. Small canoes with short masts are placed at certain distances along the line to keep it clear of the water. When the passengers are all embarked the ferryman unhooks the side, and gives it a gentle motion with his pole, at the same time shifting the helm; the current of the river then contributes to aid its motion, and it swings over like a pendulum, with its head still to the stream, till it reaches the other side, where it is again fastened, and the passengers, horses, and carriages, are disembarked without any difficulty. When it returns the helm is again shifted, and the rope brought to the opposite side of the beam.

At the neat little town of Carpi we dined, and from thence passing through Modena, and by the fortrefs of Fort Urbino, we arrived once more at the St. Marco in Bologna, a house whose aspect is not so good as the entertainment, which is excellent.

The city of Bologna is remarkably striking in its appearance; almost all the public streets are accommodated with covered walks, with handsome though heavy corridors. The Asinelli tower, from its vast height, rising out of the centre of the city, gives a peculiar appearance to the city when seen from a distance. The buildings in general are not celebrated for beauty; but Bologna boasts of the finest collection of paintings of any city in Italy, Rome only excepted. The Caraccis have contri-

buted by their excellent paintings, and those of their scholars, to enrich the collections in this city.

From Bologna we retraced our steps up the Appenines, and this time breakfasted and changed horses at Pianoro, and were well pleased with the civility of our host, and profited much by the advice he gave us concerning the impositions of the people at the post-houses up the mountain, who frequently endeavoured to make us take more horses, and even bullocks, to drag our light carriage, where there was no necessity for it. On our journey we met part of the French army which had surrendered to the Austrians, and were on their march under an escort to Mantua.

At Pietra Mala we left our carriage, and, accompanied by a guide, walked over some rough road for about a mile, to view the curious volcano, which, it is said, has never increased beyond its present bounds. The space it occupies, in the middle of a large open meadow, is about thirty paces in circumference; the ground within that circle has the appearance of burnt clay. From small chasms or cracks the flame rises, but it never explodes or throws up lava like the volcanos of *Ætna* and *Vesuvius*. A remarkable circumstance attends this flame: in heavy rains it rises to a great height, and blazes with redoubled fury; but a strong wind damps its ardour, and for a time it appears extinguished. The country people, as well as travellers, frequently roast eggs or potatoes, and boil water by the flame; the ground near it appears to be hollow when struck with the

foot, but it is not warm except at the fissures. Sometimes the chafms close, and new ones open, but never extend beyond the circumference abovementioned.

From hence we again set forward and reached our former lodgings at Cubillario. On the road this day a large mastiff jumped into the carriage, and seemed to caress us with singular marks of fondness. At Cubillario the servant informed us she remembered the same dog attending the French army on its march to Romè; probably it had lost its master, and was resolved to ingratiate itself with the first it met. We passed this night at Cubillario, where we met with some Austrian officers who seemed well pleased to enter into conversation with Englishmen.

From hence, at an early hour, we set off for Florencè. In our descent down the mountain we were particularly struck with the appearance of that beautiful city; the river Arno winding and extending itself through a rich and well cultivated country, abounding with beautiful villas and romantic situations, and the plains covered with tall trees of various descriptions, and large groves of olives, whose deep green contrasted with the livelier tints of the vine, gave a peculiarly pleasing appearance to the landscape.

On re-entering Tuscany we could not avoid remarking the superior neatness and joyous countenances of the people contrasted with the inhabitants of the Ecclesiastic States. In the latter, beggary, idleness, and discontent, seemed to reign. One cause of this indeed might be attributed to the uncertain

state of their affairs, having as yet no regular government established. The Austrians at present were masters of it, but the event still hung doubtful in the scale of fortune.

On our arrival at Florence we learned that Rome had not yet surrendered; we therefore passed another week very agreeably in viewing the curiosities of the town and neighbourhood, and in the society of several agreeable people to whom we were introduced by the kindness of the ambassador. Among others we dined at a pleasant villa belonging to Signor Donato Orsi, a rich and loyal banker of Florence. The villa is about two miles out of town, and, being on a rising ground, commands an extensive and beautiful view of the surrounding country: but what renders it most celebrated is, that it was once the property and favourite residence of the celebrated Machiavel.

Another time we passed the day at a Carthusian monastery, a few miles out of the city. The mansion, which is spacious and commodious, is built on an eminence overlooking a small and rapid river in which are found many rare stones and pebbles which, when cut, make excellent seals. An extensive garden surrounds the building, and is guarded by a high wall beyond which the monks never go. Their habit is white, and their heads close shaven: the rules of their house are very strict; as, except on particular occasions, they never converse. The prior and a friar, who was brother to an abbate that accompanied us, received us with much hospitality; and appeared to enjoy the privilege of conversation, and amply made up for their general

taciturnity. In our walks about the house and gardens we met several of the monks with their cowls drawn over their heads, and seemingly intent on their devotional meditations.

To examine the arts and manufactures of Florence demanded more time than we could afford; but among those we saw, the manufactory of inlaid marble demands some notice. It was established by the Grand Duke, and is carried on entirely at his expence. The marble is cut into thin pieces, and arranged in separate compartments according to their colour and shade; they are then cut into the shape required, and curiously fitted together on a table of slate. In this manner pictures are copied with the greatest exactness, and with considerable effect. The mode of cutting it is by a copper wire strained on a bow, on which a little oil and emery is put, and with this it is continually moistened.

The manufacture of alabaster, by Pisani, is well worth seeing. Here are copies of the most celebrated statues, and vases of different sizes closely imitated, and finely executed: they are sold very reasonable.

The Studio, where youth are instructed in drawing, sculpture, and architecture, owes its foundation to the munificence of the Grand Duke. We also visited Signor Raphael Morghen, who is esteemed the first engraver in Italy. He was at this time putting the finishing stroke to an engraving of the Last Supper, from a painting by Raffaele, which has since been published.

The mountains surrounding Florence are in general quarries of the finest marble, useful both for statues and architecture.

Being one evening attracted by the beautiful appearance of some transparent vases in a newly opened shop in the street Maggio, we entered it, and, while admiring the exquisite workmanship of the alabaster statues and vases, our attention was called off by a tall venerable figure of a man with long grey locks flowing down his shoulders, and wrapped in a loose robe. On inquiry, we found he was a Swiss gentleman who lodged in the house. Our appearance also announced our being foreigners, and he imagined Englishmen. He addressed us in our own tongue with considerable elegance, and said he was too old to stir out himself, but begged the favour of our coming to him; which in a few days after we did, and were much entertained by his conversation. He told us his name was Vall-travers; that formerly when in the height of his fortune and health, he had visited England for a considerable time; that he had an estate there, but by the fraud of his agent he could neither receive the income of it or sell it; that the troubles in Switzerland had driven him to take refuge at Florence, with the wreck of his fortune, attended by his niece. His age was eighty and upwards, and he said he was a Fellow of the Royal Society. He presented me with a tract he had written and published in England in 1786 on the practicability of discovering a northern passage between the Pacific and Atlantic Oceans. This opinion

indeed was so strong in the mind of the old gentleman that his discourse frequently turned on it.

The time now approached when we were obliged to take leave of a city where we had passed several weeks so much to our satisfaction. An account arrived that the Foudroyant had brought the King of Sardinia* to Leghorn; and thither we proceeded in order to join our respective ships. But, on our reaching that place, we had the mortification to learn that both the Minotaur and Swiftsure had failed for Minorca. We were, however, introduced by Captain Sir Edward Berry to Captain Campbell of his Majesty's frigate Santa Teresa, who offered us a passage thither.

Leghorn is an open port, by which means its trade has flourished for a long time, and still continues to do so, notwithstanding the unsettled state of affairs in the neighbourhood, and the several changes of masters it has itself lately experienced.

It was confidently reported when we were there, that at the time it fell into the power of the French, the Jews were instrumental in producing that event. It is well known that the French had held out great immunities to them, and their grati-

* This unfortunate monarch had experienced the most cruel treatment from the French in requital for his making no opposition to them. When they compelled him to quit his kingdom and retreat to Sardinia, their malice still pursued him: no sooner had he sailed in a small unarmed vessel from Leghorn than some privateers immediately got under weigh to intercept him in his passage. Fortunately the Minotaur was on the station: Captain Louis, the moment he perceived their villanous intention, (of which too, it is said, he had received some private intimation,) resolved to convoy the unfortunate prince to his now last retreat; and he had the satisfaction of preserving him from the worst of misfortunes, by seeing him in safety to Sardinia.

tude has been proportionate. The hope of reassembling as a nation, and perhaps replacing themselves in the land of their forefathers, also stimulates them to do all they can for those who have promised to win the land of Judea for them. .

The city is fortified, particularly on the land side, which is well defended by strong ramparts and bastions; the ditches are broad, deep, and filled with water. The extent of the town is about two miles in circumference: canals communicate with the Arno, and convey merchandize through it from Pisa and Florence into the Mole.

The first approach to Leghorn from the sea is particularly pleasing, from the picturesque appearance of the buildings. You first enter the outer harbour, which is capable of holding frigates and large merchantmen; but there is not depth of water for ships of the line. By a narrow passage, defended on both sides by a castle and pier-head, and a chain across, you enter the inner mole, where galleys and smaller vessels receive or deliver their goods. On landing the eye is struck with a magnificent marble statue of Ferdinand the first duke of Florence, with four slaves in bronze, chained at his feet. At the time I am speaking of, the iron rails were under repair; the French having removed them, as they intended also to have taken away the statue.

The streets of Leghorn are straight and spacious, and the houses lofty and well built. A handsome piazza or square is in the centre of the town, which also serves as a market-place.

The coral manufactory is worth seeing; it is exclusively in the hands of the Jews. The English factory, however, have the principal lead in commercial affairs.

Part of the city, through which the canal glides, reminded us of Venice; and we found that district to bear the name of Venezia Nuova.

The lazaretto is a large handsome building at some distance without the walls. About three leagues from the shore is a lighthouse built on a reef of rocks called the Malore, within which is the road where men of war anchored, but they are quite exposed to the fury of the winds, which sometimes blow strong gales on this coast. At Leghorn I met my old acquaintance Lieutenant Parker, who was bound for England with dispatches from Lord Nelson and the King of Sardinia. I mention this circumstance, as it was the last time I saw that gallant young man, who has since fallen gloriously in his country's service.



CHAPTER XIII.

Son già là dove il mar fra terra inonda,
 Per via ch' esser d' Alcide opra si finse,
 E Torse è ver, ch' una continua sponda
 Fosse, ch' alta ruina in due distinse.
 Passovir a forga l'oceano, e l'onda
 Abila quinci, e quindi calpe spinse.
 Spanga, e Libia partio con' foce angusta:
 Tante mutar può lunga età vetusta. TASSO, canto 15.

ON the 23d of September we embarked on board the Santa Teresa frigate, and soon after got under weigh for Minorca. On the 26th we passed a convoy from Leghorn under the care of the Mermaid, Captain Oliver. Mr. Erskine, commissary-general to the British army, was on board, having been to Tuscany to purchase cattle for the garrison at Minorca.

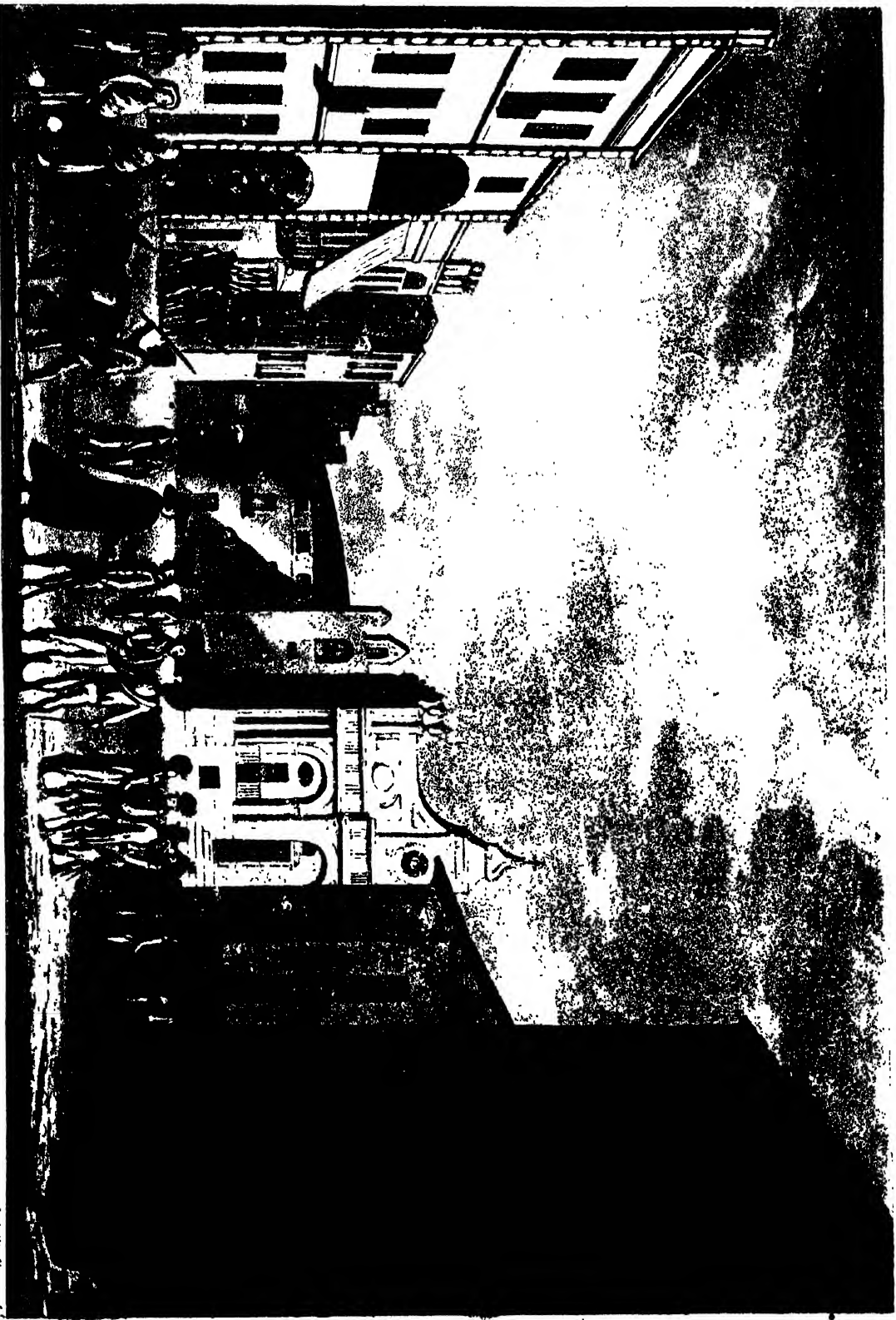
On Sunday the 29th we descried the island we were bound to, and in the evening worked into the harbour of Mahon, after a pleasant voyage, rendered more so by the friendly attention we met with from Captain Campbell. As we entered the harbour at night, we could not form any idea of its excellence, though, from the height of the land on each side, we were pretty well assured it must be a safe one when once entered.

As we passed the barracks at George Town, the lights in the windows made it appear close to us; and on the other side the high white walls of the lazaretto seemed equally near. We learned the next morning that the *Minotaur* had returned to Palermo, and that the *Swiftsure* had sailed for Gibraltar; my friend therefore re-embarked in another frigate for Sicily, and I remained to wait an opportunity of rejoining my ship.

In the mean time I took up my residence with my friend Brigadier-General Stuart, who introduced me the same day to the Lieutenant-Governor, Sir James Erskine Sinclair.

The appearance of the town of Mahon is very remarkable; it is situated on an eminence at the further end of the harbour, and on the water's edge are a range of storehouses¹, by the side of which the merchants ships are anchored. Opposite to the town, on a low flat point of land, is the dock-yard. There is such depth of water near the wharf that a ship of the line may be brought close alongside it, and be hove down without difficulty. There being little or no tide here, they have no dry dock. The town of Mahon is very irregularly built, and the streets are uneven and steep. There are two large churches, and several smaller. The annexed view will give a pretty accurate idea of the principal square, or grand place, where the guard is mounted: on the right is the cathedral, a plain unadorned structure: in front, the building with corridors is

¹ The storehouses to the westward belong to the royal dock, in which are kept naval stores that can easily be transported across the water to the dock-yard.



1840 - 1841

Grand - Church - London

1840 - 1841

the town-house; on the left of which are a convent, the bishop's palace, and the guard-house. This place is the general resort of the higher order of the inhabitants, and of the officers of the garrison. The streets being pitched with sharp stones, are very inconvenient to walkers; but the houses are in general roomy and handsome. About two miles to the southward of Mahon is George Town, entirely inhabited by the military. Here is a handsome barrack, in which at this time the 28th and 90th regiments were quartered. About half a mile beyond, is Fort George, formerly Fort St. Philip, in which the 8th regiment and a party of artillery were now quartered under the command of Colonel Drummond. I was surprised to find, instead of the strong castle I had heard of, nothing but a vast heap of ruins; and the cause of this only added to my surprise. When the Spaniards, with the help of the French, took this castle the latter end of the last war, being apprehensive that, notwithstanding the strength of the place, it might be recaptured by us at a future day, they blew up the citadel and destroyed the works. The spacious bomb-proofs, capable of containing an army, were also involved in the general destruction. A greater compliment could not be paid by an enemy than this action offered to the character of British enterprise. However, during the short time it has been in our power, much has been done to render it again serviceable; many of the bomb-proofs have been cleared of the rubbish that had fallen into them; and though the castle is no more, strong walls and bat-

were men who had been taken by the French in Piedmont and Italy, and after undergoing severe confinement, and a variety of ill treatment, were induced to consent to be transferred to the Spaniards, by whom it is said they were bought from the French. In their passage they were taken by some of our cruizers and brought to Minorca, when they gladly accepted the offer of being inrolled in the British army: they were in a state of the utmost wretchedness when taken, naked, and almost starved. Being excellent soldiers, and in general remarkably well-shaped and strong men, they were at that time a great acquisition to our army. Their subsequent conduct in Egypt has fully justified the good opinion of them which I have often heard expressed by the brigadier-general.

In an evening the band of this regiment played under the walls of the lazaretto, on the margin of the bay. During the moon-light nights the effect was perfectly delightful; the evenings at this time were calm and serene, the water as smooth as glass; over its surface numerous small boats were constantly gliding along with considerable velocity. On the opposite shore was dimly seen the barrack at George Town; and in the coves the tall masts of the merchant ships just peeping above the land.

In the town of Mahon several regiments were stationed under the command of Brigadier-General Oakes; to whose acquaintance I had the honour of being introduced.^b Having the

^b In addition to the high military talents of this officer, his attainments and accomplished manners add a pleasing feature to the character of the gallant soldier. Being a proficient in music himself, he

pleasure also of being recognised by some officers of the 58th regiment who served in the West Indies while I was on the expedition under the Earl of St. Vincent, my stay in the island was rendered very pleasant; and in their society I made several excursions to different parts of the island.

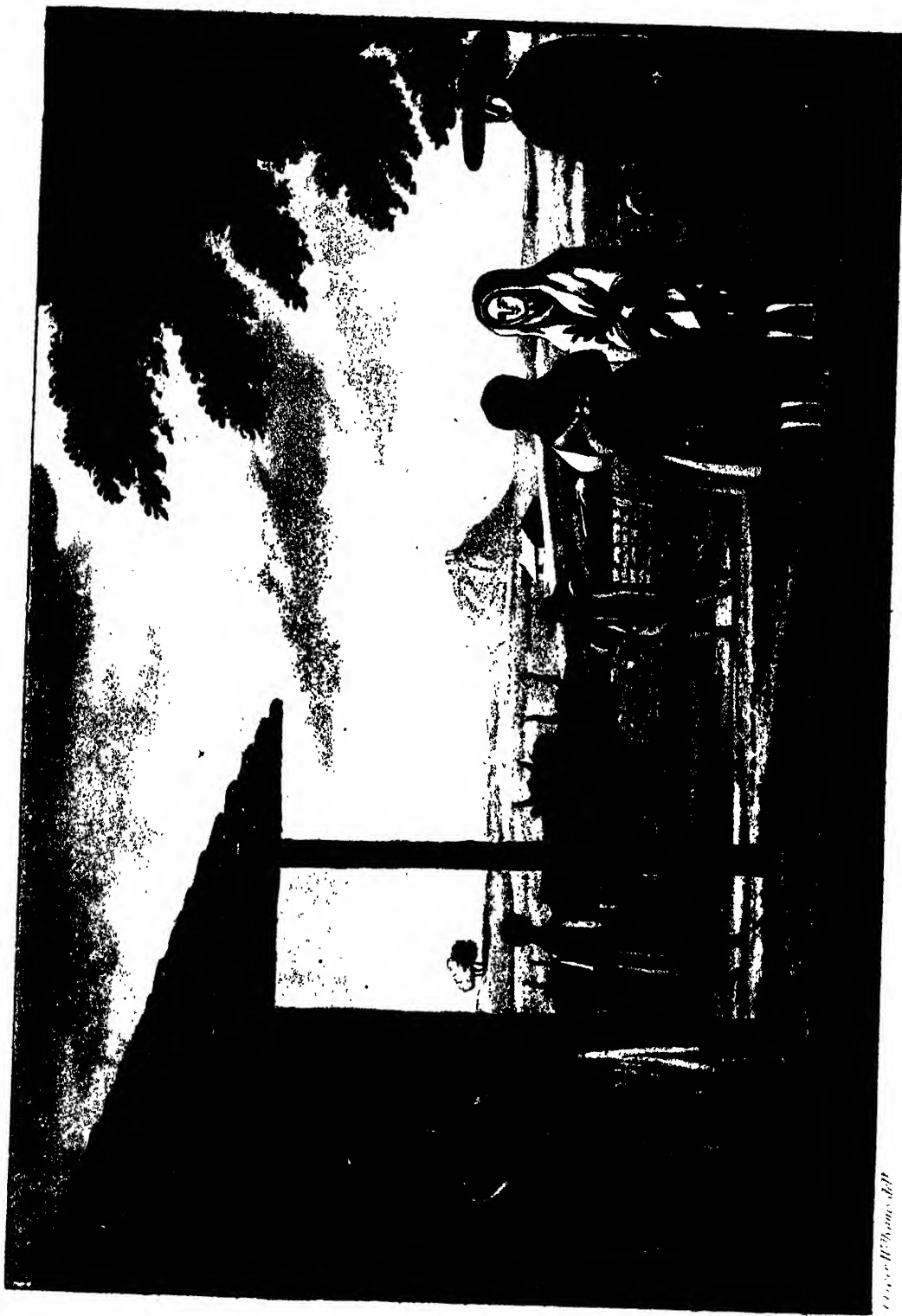
The common mode of conveyance in Minorca is on mules and asses, though there are also many horses kept; but the former are generally more surefooted on the rocky roads. The ass, here called Boreco, is of a large kind, and rendered by good keep and care in its management very tractable, and is a much handsomer animal than those of England. The mule of Minorca is also very handsome, and often is found of an extraordinary size; I have seen a grey one that measured full sixteen hands high. The Honourable Colonel Paget of the 28th regiment had one of peculiar elegance in shape and colour, and of remarkable activity, but not of the largest size. There are plenty of partridges on the island, which afforded good sport to our officers. The heat during the summer is very oppressive, and frequently proves fatal to new comers. The troops lately encamped under the command of Brigadier-General Stuart, had lost many men by sickness. In the autumn and

arranged and directed the musical entertainments that were sometimes performed at this place. At his own house he held a weekly meeting, where the principal officers, and others, were hospitably entertained and amused with a concert of instrumental music.

In one of the hard fought battles on the shores of Egypt under the lamented Abercromby, General Oakes was severely wounded; and General Moore, who was near him, received a musket-ball at the same time: happily both these officers have recovered.

winter, the sudden transition from extreme heat to sharp cold weather is very prejudicial to Englishmen, who seldom take those precautions that almost all foreigners do, to vary their dress accordingly. The habit of the Minorquin women is very remarkable, and differs more from modern Europeans than any I had seen. At first landing I mistook the women for nuns of the mendicant order. They are long waisted, and wear a piece of muslin, and sometimes black crape, under their chins, which, rising up on each side the face, joins a handkerchief drawn tight across the forehead; over this they have a large piece of muslin, which extends from the top of the head downwards like a cloak. Some of them wear red mantles lappelled, and joined at the back with yellow ribband; below this, their hair, which is tied close to the head, is suffered to hang loose in form and quantity like a horse's tail.

Their petticoats reach but a little below the knee, of course they are remarkably attentive to the decorations of their legs and feet, which are universally, from the highest to the lowest, clothed in clean white stockings and neat round-toed shoes. The Minorquin ladies, it is said, wish much to adopt the more elegant dress of the English, but either from some jealous fancy, or a regard to the ancient costume of their country, the men will not permit it. The men, indeed, have accommodated themselves to the more modern fashions, and have nothing very particular in their appearance, except the priests, whose immense flapped beavers overshadow them like an umbrella.



L.C. Stoddard in slip

Resident of 'Huron'

Over Whom del

The annexed drawing represents the mode of making butter in this country. The dairy woman is standing under a shed, and holding by two pegs in the wall to steady herself, while with one foot naked she stamps in a tub of cream till it becomes butter. Two ladies and a priest are on the right; a countryman, in the usual dress of the peasants of Minorca, is returning from work. The distant view will give some idea of the general aspect of the country. The fences are low stone walls: at a distance rises Mount Toro, which is seen from every part of the island.

At Fort George I had an opportunity of observing the method pursued by the natives to construct an arch. The process is simple and curious. The workmen were employed in building a bomb-proof magazine, and at this time were forming the arched roof. Though the span of the arch could not be less than fifteen or sixteen feet, yet they had no wooden centre to work upon.

The stones being accurately cut for the purpose, one of them is placed on the wall from whence the arch is to spring, and kept in that station by a prop; it is then carefully fitted and pointed with mortar. A small hole is left on the upper side, into which a composition called guish (something similar to plaister of Paris, but infinitely more cohesive) is poured, which penetrating into every vacant space, almost instantly hardens, and the stone becomes fixed.

They then remove the prop and proceed to place the next

stone, and in like manner make it fast, till the arch is finished on each side, when the key-stone completes and secures the whole.

The stone used for building is very white and soft when first taken from the quarry, but soon hardens from exposure to the air. The guish is found in great plenty in pits, and is a kind of grey gypsum.

It may here be agreeable to the reader to learn some of the events that occurred at the capture of the island. The army, under the command of General the Honourable Charles Stuart, sailed from Gibraltar under convoy of the Leviathan having the broad pendant of Commodore Duckworth on board, and the Centaur, commanded by Captain Markham, with a few frigates and smaller vessels; and on the 7th of November 1798 they arrived off the Bay of Fournelles, on the northern side of the island. But the wind blowing strong out of that bay, the commanders of the expedition determined to attempt a landing at another place. The fleet accordingly stood towards Adaia. The entrance of the harbour is narrow and difficult: it was defended by a four-gun battery, which fired one shot as the Argo frigate led in. The enemy, intimidated at the boldness of the attempt, instantly fled, previously blowing up the magazine. The troops then landed: the 28th regiment, under Colonel Paget, first gained the heights, and attacked the enemy. They seemed irresolute in their conduct, and, on his pushing forward, retreated with expedition across a valley, and halted on a hill on the

other side. The enemy now made their appearance from another quarter in great force; and one division marched towards the fort above mentioned, but were compelled to retreat by a heavy cannonade from the men of war covering the landing. By six in the evening all the troops were landed, and immediately marched in pursuit of the enemy, who, by their knowledge of the roads, retreated faster than they could be followed. Some seamen being landed, under the command of Lieutenant Buchanan, to drag the cannon, performed their work in a dark night, and through the worst of roads, in a manner that excited the surprise of the army, and gained them the greatest credit. The Commodore in the mean time had taken possession of the Bay of Fournelles, and with the marines of the fleet had garrisoned two of the forts at the entrance, which the enemy had evacuated.

The army proceeding along a broken and hazardous road, which led round the hill of Mount Toro, at length arrived at Mercadal. The obstacles they had to overcome were such as must reflect much dishonour on the enemy who permitted them to proceed; but British intrepidity was not to be daunted by difficulties, and the army pushed on through a most rugged country, till they came in sight of Ciudadella,¹ into which city

¹ Ciudadella was formerly the capital of Minorca; but the English, when it fell into their hands, for the convenience of the harbour, removed the seat of government and of commerce to Mahon, where it has remained ever since. Ciudadella is surrounded with an ancient high wall, and some modern battions and fortifications have been added to it.

the Spaniards had concentrated all their strength in expectation of receiving reinforcements from Majorca.

In the mean time, on the 14th, Commodore Duckworth having received intelligence from General Stuart that four ships of the line were seen between the islands of Majorca and Minorca, put to sea immediately with two ships of the line, a forty-four gun ship, and three armed transports, and stood towards Ciudadella. Great part of the crews were at this time on duty on shore. Early the following morning, being off Ciudadella, the enemy's fleet, consisting of five sail, were seen from the mast-head steering for that place. The Commodore made the signal for a general chase, the enemy at the same time hauling his wind for Majorca. At noon the ships were made out by our squadron to be four large frigates and a sloop of war. The *Argo* was dispatched after the latter, which kept her wind.* The Commodore not choosing to leave the coast

* It is disagreeable to be obliged to bear testimony so often even against an enemy. But truth demands it. When it has been the misfortune of our seamen to fall into the hands of their enemies, whether French or Spaniards, they have met with the severest ill treatment, almost without an exception. The officers indeed, in some few instances, have been treated tolerably, but the men have been given up to plunder and ill usage. Admiral Duckworth received an additional proof of this in a letter from Captain Bowen of the *Argo*, who had been dispatched after the Spanish brig as above related. Captain Bowen stated that the brig proved to be the *Peterell*, captured the day before by four Spanish frigates. She was now commanded by Don Antonio Franco Grandada, second captain of the Spanish frigate *Flora*. He further informed the Admiral that the Spaniards behaved very ill both to the officers and crew of the *Peterell*, having robbed and plundered them of every thing. One of the poor fellows, who had saved forty guineas, resisted the Spaniards who attempted to take them from him, for which he was murdered by them and thrown overboard. I have often witnessed the very different conduct observed when the fate of war has put the enemy into our hands. Their private property has always been reserved for them, and if any of the crew have been detected in stealing or appropriating to himself the smallest part of it, he has instantly been punished with severity, and the cause of it has been explained to the

unprotected on which the troops were landed, and finding there was no immediate prospect of coming up with the enemy, steered towards Ciudadella, leaving the Centaur in pursuit of them: On the Commodore arriving off the coast he dispatched Lieutenant Jones with a proposal to the General to cannonade Ciudadella with the ships, but found that the enemy had already entered into articles of capitulation. The Swiss regiment in the service of Spain had intimated to the besieging army their determination not to attack them, and as soon as the surrender of the place was concluded, they joyfully entered into our service. The Centaur at this period returned from pursuing the enemy, who had evaded him and reached Majorca. A detachment of the army under Colonel Paget had marched from Mercadal on the 9th to Alaior, and from thence to Mahon, which place made no resistance. Colonel Paget then proceeded to Fort St. Philip, and summoned the garrison, which also surrendered, and he took possession of the place.

The captors did not find much of value on the island. In the arsenal were a few stores, fourteen boats, and a small brig of war on the stocks. There were three merchantmen in the port, one only of any value.

The possession of this island in time of war is of the highest importance to our navy; that part of it, at least, that is stationed in the Mediterranean.

prisoners, to encourage them, and convince them that by applying for redress to the British officers they would always receive it.

At the period of the action of the Nile we had not a port that we could freely enter; and had the event of that day been different from what it was, we might have beat about, from one end of the Mediterranean to the other, without finding a friendly port to receive us. Malta¹ or Minorca, for the harbours of each are in some respects similar, are and ever will be of the first consequence to the British navy.

The round towers that have been constructed since the island fell into our hands, deserve particular mention from their great utility and small expence. They are built of stone, and have but one entrance, which is by a ladder that can be easily taken in. On the top is one gun, generally a twenty-four pounder, which traverses round with great ease. One I visited, called Musquito tower, was commanded by a lieutenant of artillery and twenty men, who were all comfortably accommodated. On the ground floor were the stores, below which was a reservoir of water. The rotundity of the object makes these towers peculiarly adapted to check the landing of an enemy on the coast; few

¹ Malta was at this time closely blockaded by a squadron of British ships. Captain Alexander Ball, who so gallantly commanded his Majesty's ship the *Alexander* in the battle of the Nile, had landed on that island with a party of seamen and marines, and conducted the blockade on the land side with great ability. His conciliating manners had brought all the natives of the island to join his standard, and induced them to hope that whenever the fort and town of Valette surrendered, they should be continued under the protection of Great Britain.

Afterwards a detachment of troops arrived commanded by General Pigott, and the French garrison being so closely besieged on all sides that they could receive no supplies, at length capitulated.

General Pigott being appointed military governor, Captain Ball rejoined the fleet, carrying with him the esteem and love of the islanders. For his eminent services he has since been created a baronet; and the Lords of the Admiralty have lately appointed him to be the naval commissioner at Gibraltar, in the place of J. N. Inglefield, Esq. who had been promoted to the same situation at Halifax.



T. C. Stoddard - sculp.

*Ship - Bay of New Bedford.
Looking from the White Point Street Pier.*

George Williamson

men are wanted to work the gun, and they are very little exposed. At Corfica one of these towers did great damage to a seventy-four gun ship of ours, and at length obliged her to retire; nor would it have been taken at last, but that some of our troops got upon a height that commanded it, and with their musketry compelled them to surrender.

Such towers as these might be of infinite service along our own coast, particularly in those quarters where an enemy is most likely to make an attempt. One upon Berry Head would command the entrance of Torbay, and the materials are at hand. The expence of constructing these towers is small. One piece of ordnance alone is required; few men are necessary; and they are almost completely secured from any danger, and might with ease check an enemy attempting to land. Accompanied by my friend Major Crougee of the 58th regiment, I rode to Adaia to see the scene of the debarkation of our troops. The ground they had to attack was strong; and the enemy, had they been so inclined, might have done them a considerable deal of mischief.

At another time I accompanied Captain Flamingham of the artillery to Fournelles, of which he was governor. The entrance of the bay is defended by two forts; and on an island in the centre of it is a block-house and open battery. This bay has the appearance of being an inland lake, as the entrance is very narrow, and from some points hardly discernible.

The annexed view I took from the village of Fournelles.

The block-house island, and Mount Toro rising out of the horizon, are the principal objects. The following day Governor Flamingham accompanied me to Mount Toro. We first took boat and visited the island. The upper part of the block-house is of wood, built very strong, having guns which are mounted and worked as on board of men of war, and loopholes for musketry. We again took boat from thence, and landed on the southern side of the bay, where we found our mules. We proceeded through rugged roads and narrow defiles till we arrived at the foot of Mount Toro.

This was the road through which General Sir Charles Stuart had marched his army, and the seamen had dragged cannon. The first must have been difficult; and nothing but the veracity of the officer who related it could have made me credit the latter. In some places the road was so narrow as not to admit the passage of a cannon, and the seamen were obliged to drag it through still more uneven paths before they could proceed. The darkness of the night also rendered these difficulties greater.

Our road up Mount Toro was peculiarly pleasing. As we ascended, the prospect extended to our view, till at length arrived at the summit, the whole island lay displayed before us; and in the misty horizon the island of Majorca was just visible.

Mount Toro, situated nearly in the centre of the island, is by some supposed to derive its name from a bull, on account of some marvellous feats performed there by that animal in former times: but it more probably owes the appellation to the Moors,

who called it El Tor, or the Mountain, by way of eminence, being the highest land on the island. Its summit is crowned with a monastery of Austin friars: the building, like most of the monastic houses, is spacious and convenient; and it has a neat and well built chapel.

Mount Agatha, something less than Mount Toro, rises about five miles to the north-west of that mount. On its top is a chapel dedicated to St. Agatha.

Besides Mahon and Ciudadella, there are three other towns on the island: Mercadal, which is at the foot of Mount Toro; Fererias, between that place and Ciudadella; and Alaior. The two first are poor mean places; the last is tolerable, and is esteemed a good quarter for our soldiers. It is situate about half a mile out of the high road, and seven miles from Mahon.

This high road was formed by a British governor of the name of Kane, who appears to have exerted himself in the most patriotic manner for the good of the people over whom he presided. The roads before his time were scarcely passable. He formed the grand plan of a direct communication between the two principal places of the island; and with incredible labour succeeded in making a road from Mahon to Ciudadella, in as straight a direction as the natural inequality of the country would allow.

The island of Minorca was first taken by the English under Major-General Stanhope, for the King of Spain. At the peace of Utrecht it was given up to the British government. The

inhabitants, bigotted to their ancient customs, stipulated that they should still continue to be governed by their old laws, which, with the free exercise of their religion, was granted to them.

In 1782 the united powers of France and Spain made a vigorous attack upon this island with an army of fourteen thousand men. The garrison in Fort St. Philip's being weakened by a dreadful sickness, and greatly reduced in numbers and strength, was at length obliged to capitulate. Nine hundred and twenty soldiers, sailors, and artillery, with about forty-five natives, Jews, and Turks, were all that marched out of the fort. Since that time it has remained in the hands of the Spaniards, till taken by Sir Charles Stuart in 1798.

I now passed my time very pleasantly with my friends at Mahon. Balls and concerts were frequently given. At the former the Minorquin ladies, in the habits I have before described, formed a striking contrast to the more elegant and becoming appearance of the British ladies: at the latter a brother of the celebrated Kelly, who is in the humble capacity of a drummer in the 8th regiment, was permitted by his colonel to exhibit his vocal powers. Though he is very inferior to his brother both in voice and knowledge of music, yet he is far above mediocrity, and gave great satisfaction to his auditors.

On the 12th the Foudroyant, bearing the flag of Lord Nelson, with some other ships of the line and frigates, arrived

in the Bay of Mahon. On paying my respects to the noble admiral I was very kindly received, and a method pointed out by which I might speedily rejoin the *Swiftsure*. Sir Edward Berry, who had rejoined Lord Nelson, now commanded the *Foudroyant*; and Captain Hardy (who, for his exertions in the Mutine, when the British fleet was in pursuit of that of France, as also at the action on the 1st of August, had been made post into the *Foudroyant*) was appointed to the command of the *Princess Royal* frigate. The admiral soon after sailed again for Sicily. Lord Keith now commanded in the Mediterranean.

On the 26th the *Culloden*, Commodore Sir Thomas Troubridge,^m anchored in the harbour; and a few days after the *Leviathan*, bearing the flag of Rear-Admiral Duckworth, arrived.

On the 31st the man of war brig that was found on the stocks when the island was captured, was launched. Captain Buchanan, who was appointed to command her, gave an elegant entertainment on the occasion. Immense crowds were assembled to see the launch, and the arsenal exhibited a gay scene of all the principal officers and ladies of the island. The brig was named the *Port Mahon*, in honour of the place.

The *Peterell* floop, commanded by Captain Austin, arrived about this time. In a daring attempt to bring off some vessels near Toulon, she had met with a very warm reception. The

^m Commodore Troubridge had been recently created a baronet for his able services, particularly at Naples, in the reduction of St. Elmo and Capua.

first lieutenant, Mr. Brenton, who commanded in the boats of the brig, was unfortunately shot through the breast, and was brought to the hospital here, but died of his wounds in a few days. He was a gallant and accomplished young man, and fell lamented and respected by all who knew him."

Being introduced by Sir Thomas Troubridge and Brigadier-General Stuart to Admiral Duckworth, I was invited by the admiral to take my passage in the *Leviathan* for Gibraltar; and accordingly, after parting with my hospitable friends at Minorca with regret, I embarked on board the *Leviathan* on the 12th of November, and the next morning we sailed from the harbour of Mahon.

The weather was fine and the wind favourable. In nine days we came in sight of the coasts of Spain and Africa; and on the 21st anchored in Rosia Bay, Gibraltar. The day following the *Leviathan*, with the *Vanguard* and *Bellerophon*, got under weigh and sailed for Cadiz; off which port we arrived on the 23d. Nothing occurred of moment till the 28th, when we fell in with the *Powerful* of 74 guns, Captain Drury, who was confined to his bed by illness. The following day we were joined by the *Swiftsure*. Captain Hallowell coming on board the *Leviathan* to wait on the admiral, with him I returned on board the *Swiftsure* to my very great satisfaction, after an absence of fifteen weeks.

* He was a younger brother of Captain J. Brenton, who now commands the *Cæsar* (the flag ship of Sir James Saumarez) and the second son of Rear-Admiral Brenton, lately deceased.

On the 30th we anchored in the Tagus, not far from the castle of Belem, in company with the *Leviathan*, *Powerful*, *Vanguard*, and *Bellerophon*.

Lisbon is a place so well known and so often described, that I shall not say more of it, than that the heaps of ruins which salute the eye at every turn, remind the stranger of the dreadful calamity that overwhelmed this city in the year 1755 by a fearful earthquake; which shook the firmest buildings to their foundations, involving castles, stately palaces, and the mansions of poverty, in one undistinguished ruin. But that these sad memorials should have remained for so long a period unremoved, raises in the stranger's mind no very favourable opinion of the government, or of the industry of the inhabitants.*

On the 6th of December we again got under weigh, and sailed with the rest of the fleet for a cruize on the coast of Spain. We were now constantly assailed by gales of wind with rain, accompanied by a heavy swell, which did not however prevent our giving chase to several ships. The stormy weather continuing, caused the *Powerful* to spring a leak, and soon after

* At the hospitable mansion of William Stephens, Esq. a merchant of the first eminence both for property and respectability in the place, the navy were at all times generously entertained; and I, having an additional claim to the same in an introduction from an esteemed and respected friend in England, was received by him and his family with every mark of attention and friendship. Mr. Stephens has established a manufacture of glass in Portugal, of which he has the exclusive sale; but this monopoly of the article, so far from being an injury to the public, is the reverse, for no where is glass cheaper or better. I much regret that the shortness of my stay at Lisbon prevented my having the pleasure of accompanying him, as was settled, to his elegant mansion, called *Marenhia Grande*, where the manufactory is established. It is about forty miles from Lisbon.

the Vanguard also received such damage that the admiral directed those ships by signal to part company; and on the 21st they sailed for England.

On the 23d we gave chase to a Spanish brig, which we took, and sent under convoy of the Minerve frigate to Lisbon. She proved to be the Volcano, bound from Corunna for South America.

On Christmas-day we gave chase to a fleet, which we found to be the Arethusa frigate and a convoy.

On the 30th we captured another Spanish brig, La Belle Desiada, which was also sent to Lisbon: during the chase the Bellerophon parted company, and did not rejoin the fleet till thirteen days after. On the 1st of January 1800, being off Cape Finisterre, the Leviathan lost her main-top-gallant-mast in a gale of wind; the sea running mountains high, attended with heavy squalls of rain. After which we had two days of calm, accompanied with thick misty weather, and then a fresh breeze from the northward. On the 7th gave chase to a lugger. After firing many shots at her she brought to, and proved to be a Guernsey privateer; which reported she had captured on the 2d instant a valuable Spanish ship bound to Lima. The gales again assailed us, and we suffered from our sails being split and the old leaks of the ship breaking out afresh, so that the chain-pumps were continually kept going.

On the 10th the Flora frigate joined us with orders from Lord Keith. Our attention was now kept up in the hope of

meeting with the Spanish galleons, which were at this time expected from the Spanish settlements in America, as also an outward-bound fleet, which was hourly expected to sail from Cadiz to Lima. On the 12th the Bellerophon rejoined the fleet. During the night of the 17th we parted company from the fleet in a gale of wind, which continued with unabated violence all the following day, but subsided towards the evening.

On the 23d we saw a strange sail, but a squall of wind carried away our fore-top-mast, which in the fall brought down with it the main-top-gallant-mast, and we were obliged to give over chafing in order to clear away the wreck and replace the masts that were lost. Providentially only two men were hurt by this accident, and they not dangerously. The following day one of the seamen, named Hamlyn, was thrown from the cap of the main-mast into the sea by the rolling of the ship; a boat was instantly lowered down to his assistance, but in vain, for he was drowned.

On the 26th a brig was descried, with Portuguese colours displayed, seemingly in great distress, but it being a calm we could not approach her. The following day we were rather nearer, and a boat was sent to her. The officer on his return reported that she was deserted by her crew; a monkey and a dog were the only living animals on board, and they would not quit the vessel: she had only a small cargo of salt; her pumps being choked, and her masts gone by the board, she was left to her fate.

On the 29th we again anchored in the Tagus. At this time I went to the opera at Lisbon. The performance and the singing were good, but the female characters being represented by men, had a very disgusting effect, the Queen of Portugal having prohibited the appearance of women on the stage.

The Prince of Brazil had however revoked the order since the illness of the Queen, but as yet only two female singers were engaged.

On our entering the Tagus we perceived the wreck of a ship thrown up on the beach near Belem castle, and were informed that it was the remains of the Weymouth. She was on her passage to Gibraltar with the Cambrian fencible regiment, commanded by the Honourable Colonel Edwards.* Having put into the Tagus, by some mistake she anchored on the shoals, and was lost. Admiral Duckworth, without delay, made an arrangement to transport the regiment to its destination; and the officers and soldiers, with their wives and families, and the few stores they had saved, were distributed on board the fleet.

On the 3d of February we all got under weigh from the Tagus, and after a pleasant voyage of eight days, anchored in the Bay of Gibraltar.

As the Swiftsure had suffered a great deal in the late gales, it was thought necessary to caulk and repair her, and she was taken into the Mole for that purpose. I therefore took this

* Now Lord Kensington, an Irish peer, but whose seat and property are in Pembroke-shire.

opportunity of accepting the invitation of a friend, at whose house I took up my abode, and was by those means enabled to make further investigations into the natural as well as artificial curiosities of the rock: the result of which I shall now detail. My friend, who is an officer of engineers, and gifted with extraordinary talents for drawing, lent me his aid in the business, and in his company I found both an instructor in the art I was fond of and assistance in investigating the features of a place that has long been the object of admiration, and has deservedly excited applause for the many gallant defences it has made against numerous hosts of foes.

Gibraltar is an insulated rock of about seven miles circumference. On one side it is joined to the province of Andalusia in Spain, by a low flat sandy plain; the rest of it is surrounded by the sea. The distance from the sandy plain, now called the Neutral Ground, to Europa Point, which is the extreme southern part of the rock looking towards Africa, is three miles. Gibraltar, the Mons Calpe, and Apes Hill, on the African coast, the Mons Abyla of the ancients, also bore the appellation of the Pillars of Hercules; as that hero was supposed here to have terminated his labours, and having penetrated thus far, and seeing the vast profundity of the Atlantic Ocean, which appeared to have no bounds, he declared that beyond this there was no proceeding. It was in those days esteemed to be the western boundary of the earth.

The name of Gibraltar is derived from the Moors, Gibel

Tarif, or the Mountain of Tarif. Tarif was a Moorish general, who made a settlement here about the year of Christ 725, at which time the Moorish castle on the northern side of the rock, great part of which exists at this day, was erected by him, to secure a communication with the shores of Africa.

After having alternately changed masters, sometimes falling under the dominion of the Spaniards, at others under that of the Moors, it finally was attached to the Spanish dominions in the year 1462. From that time it remained in their possession till 1704, when the English, under Sir George Rooke, made themselves masters of it.

The Spaniards suffered inconceivable mortification at the loss of this fortress, which was justly esteemed the key of the Mediterranean; they sought various ineffectual means of redeeming it, and an army was immediately assembled under the command of the Marquis de Villadarias, a grandee of Spain. Finding his attempts to reduce the garrison by force frustrated by the vigilance of the besieged, and the intrepidity of the British fleet under Admiral Sir John Leake, he formed the desperate plan of attempting it by stratagem. Accordingly five hundred volunteers took the sacrament never to return till they had made themselves masters of the place. They effected their purpose so far as to gain the highest part of the rock, and lodged themselves in St. Michael's Cave. The following night they scaled Charles the Fifth's wall, surprised the guard at Middle Hill, whom they put to death, and by the aid of ropes and ladders

got up several hundreds of their army, a detachment of which was stationed at the back of the rock to succour them. At this moment they were discovered by the British garrison, and a strong detachment of grenadiers was instantly marched from the town against them. In the onset the Spaniards were worsted, many of them slain, and many precipitated themselves from the summit of the rock, and were dashed to pieces. A colonel, thirty officers, and the rest of the troops, were taken prisoners.

Thwarted in all their attempts to reduce the garrison, the siege was at length turned into a blockade on the land side, after the loss of ten thousand men on the part of the enemy, including those who died of disease, while the garrison lost about four hundred.

In 1720 the Spaniards, under pretence of preparing an armament to assist the garrison of Ceuta, which was at that time besieged by the Moors, made an insidious attempt on Gibraltar, but were again foiled by the activity of Colonel Kane, governor of Minorca, who arrived in time to prevent their designs.

At the end of the year 1726 the garrison was once more attacked by a formidable army, and was equally fortunate in repelling it.

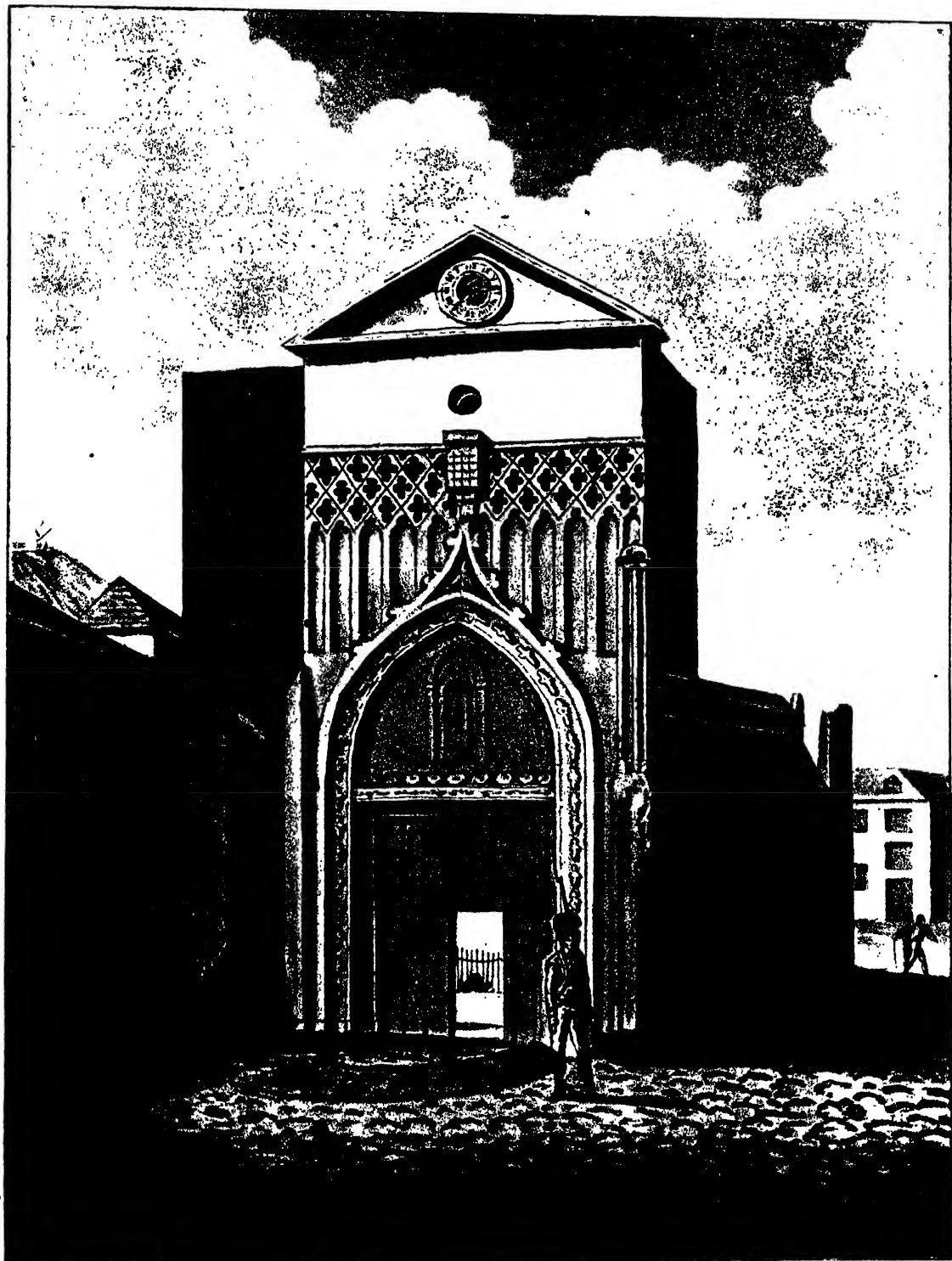
But the most memorable siege that perhaps ever happened, is that which was sustained by this garrison under the command of General Elliot, which commenced in 1779, and continued without intermission till February 1783, a period of three years,

seven months, and twelve days, when the combined armies of France and Spain were compelled to retreat from the effects of British valour.

Since that time every possible addition has been made to render the place invulnerable. The galleries, which were begun under General Elliot, have received vast additions under the government of General O'Hara, who has been indefatigable in rendering the rock impervious to future attempts from the enemy.

The town of Gibraltar is built at the base of the north-western side of the rock; it is bounded on the north by the land-port grand battery and the Moorish castle, and on the south by the Moorish wall. This wall extends from the summit of the rock, and terminates in the south bastion near the landing place called Ragged Staff.

The town is about a mile long, and has a narrow irregular street through the centre from north to south. In this street is the governor's house, formerly a religious building, and it still retains the name of the convent. Between this and the grand parade is the Spanish church: what remains of the ancient edifice is Gothic, and probably owed its origin to the Moors when they were in possession of the place. The drawing here given represents the entrance to it, or gateway, which, though a good deal decayed, and sadly disfigured by modern additions, is a good specimen of that ornamental style of building. General O'Hara, the governor, is at present adding much to the conve-



copy of the original

Entrance to the Spanish Church, Gibraltar
London Pub. by L. White, Fleet Street, 1801

nience and elegance of the town by paving the main street; and it is to be lamented, that in case of another siege (should the Spaniards be mad enough to commence one) it must be again destroyed.

There are many good houses in the town; among the rest the residence of the chief engineer Colonel Fyers, bears a conspicuous appearance. It is pleasantly situated on a rising ground towards the north end of the town, and commands an extensive view of the bay.

The convent is well adapted for the residence of the governor, being a spacious building of four sides, with cloisters round the quadrangle. The present governor^a has greatly improved it by adding a large saloon, in which during the winter a weekly ball^b is given to the garrison.

Towards the bay a strong line of fortifications extends from Water Port to the New Mole, with several noble bastions and works of superior construction. The King's Battery, erected in the year 1773, when the Honourable Lieutenant-General Cornwallis was governor, is of prodigious strength; in proof of which I need only state, that it resisted the main attack of the floating batteries and men of war on the 13th of September 1782, that

^a Just as this page is printing an account of the death of the gallant general is announced in the public prints. I shall not therefore be accused of flattery in giving the following testimony to his character.

General O'Hara must be sincerely regretted at the rock, where he was long deservedly accounted the father and protector of suffering merit. His purse was ever open to the calls of humanity; and many an instance of his generous benevolence has been related to me by those who have received benefit from his munificence.

celebrated day on which General Elliot and his brave garrison gained such immortal honour in repelling the severest attack ever made on a place of equal size. Of this battery Major-General Boyd, the lieutenant-governor, who at that time commanded the garrison, laid the first stone in 1773, when he made the following remarkable speech: “ This (said the general) is the first stone of a work which I name the King’s Bastion; may it be as gallantly defended as I know it will be ably executed, *and may I live to see it resist the united efforts of France and Spain.*”

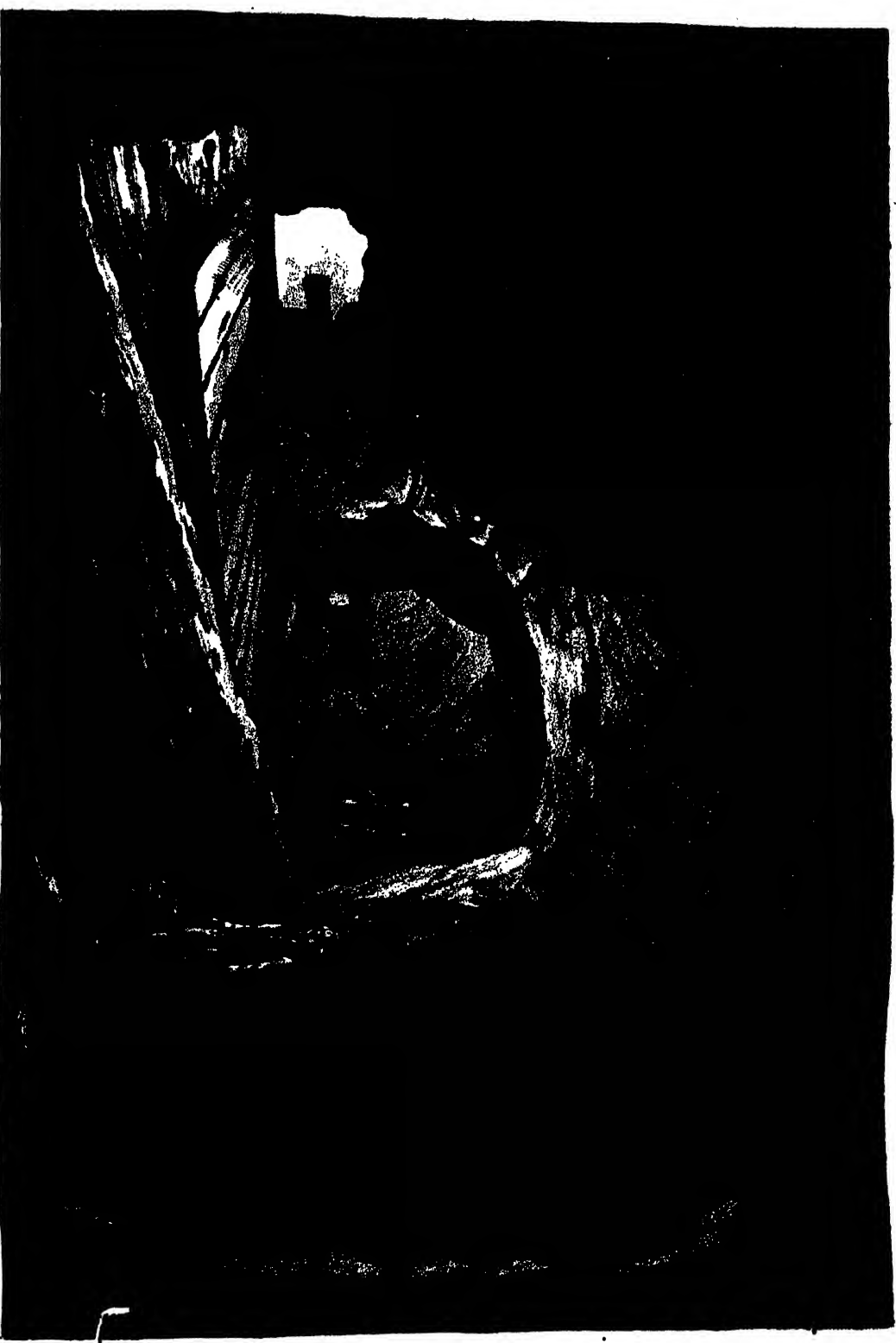
Above the town on the side of the rock several small houses have since been erected, chiefly inhabited by the officers of the garrison; many of them have little gardens, which, from the warmth of the climate, produce oranges and vines. On the northern side many strong batteries are erected on the points of the rock, commanding the whole of the neutral ground and the Spanish lines: they are all of considerable height above the level of the isthmus; the lowest of them being not less than four hundred feet above the level of the neutral ground.

But the most extraordinary work of art are the galleries, which are excavated from the solid rock, having at certain distances port-holes that overlook the Spanish lines.

The annexed view of a part of the grand gallery leading to

‘ This wish was amply gratified at the memorable defensive victory gained over the combined powers of France and Spain on the 13th of September 1782. The governor, General Elliot, took his station during the hottest period of the attack on the king’s bastion; and General Boyd commanded at the south bastion, from whence he had a full view of the glory obtained by the work of which he had the honour of being the founder. Vide Colonel Drinkwater’s History of the Siege of Gibraltar.

Cooper Williams del.



Head of a Gull, Spindler
London, Feb. 18, 1890, First Street 1890

Spindler scrap

St. George's Hall will give some idea of them. St. George's Hall is also an excavation of a similar nature. It is a cave of a circular form, in a projecting part of the rock, and is of great dimensions and considerable height.

I should imagine, that in case of a heavy cannonade from these galleries, the concussion of the air in them would render the noise insupportable and endanger the falling in of the roof; but of this I do not pretend to be a competent judge.

The isthmus that separates the rock of Gibraltar from the Spanish dominions, is a low flat sand, from whence the ingenious historian of the siege of Gibraltar concludes, that Mons Calpe must formerly have been surrounded by the sea; but the strong current that now runs between the coasts of Africa and Europe, which would in all probability have passed with equal rapidity to the northward of the rock had there been a passage for it, would have continued to keep that passage open. From this circumstance, I should think it has never been other than what it now is, especially as the sandy plain is not known to have increased or diminished since it has been noticed by historians:

This plain, commonly called the Neutral Ground, is about half a mile across at the narrowest place, and increases in width towards the main land. On the Spanish side, at the distance of a mile from the rock, a strong line of fortifications is carried across this plain, in length about seventeen hundred yards, reaching from the shore of the bay to that of the Mediterranean.

At each end of this line is a strong fort. That on the east side is called Fort St. Barbara; the other, which commands the anchorage at the Old Mole, is named fort St. Philip.

The extreme height of the rock is thirteen hundred feet, perpendicular above the level of the sea. On the summit, a sharp ridge running from north to south, divides it into two unequal parts. That facing the west is a gradual slope to the water's edge, interspersed with rocks; on this side the town is situated. The eastern side, which faces the Mediterranean, is almost perpendicular from the sea, and presents a barren rocky appearance, on which are found a multitude of wild apes, which are said to be peculiar to this rock, and of a different species from those found in Spain, but similar to those that inhabit Mons Abyla, or Apes Hill, on the opposite coast of Africa. The rock of Gibraltar has several caverns of great depth and extent; one of them, called Pocoroca, is near the summit of the hill, directly over the centre of the town, and under Middle Hill battery.

The annexed view represents the entrance of this cavern from within, with the curious pillars that seem to support the roof. These pillars, as well as the pendent rocks from the roof, are formed by the constant dripping of water, which petrifies in its descent, taking the most fantastic shapes. Several of these pillars have been cut down in order to be made into tables and slabs, as they are capable of receiving a high polish.

L.C. Staller sculp.

Interior of Sun Room Cave

1 inch Paper by I.W. White Street, N.Y.

Casper Williams del.

This cave, during the last siege, was intended for the residence of the governor, and partly fitted up for that purpose; but the design was dropped, and it served as a powder magazine for the batteries on the heights. A road leads from this cave to the old Moorish wall, which I before observed reaches from the top of the rock to the land-port gate of the town. On it is a foot-path, accommodated with stone steps at certain distances, for the more easy ascent or descent of passengers. Above this wall is a round tower, used as a signal-house. It commands a view up the Mediterranean and of the entrance of the bay from the east and west.

A curious incident is mentioned in the history of the late siege, of an eagle which perched on the signal-staff at the moment the combined fleets of France and Spain entered the bay. The garrison believed at first that it was a signal for another fleet, and immediately concluded that the British admiral was in the rear of the enemy. Elated with the hope, a general huzza took place along the lines; in a short time however the mistake was discovered, but the omen was looked upon as favourable for the British arms, and so it proved.

The present governor, General O'Hara, has caused another signal tower to be erected on the southern point of the rock, which, besides being the highest part of it, commands a more extensive view of the Straits to the westward, and, when completed, it will be both an ornament, and highly beneficial in conveying much earlier information to the garrison below.

From the opening in the Moors Wall, a road leads to another opening in Charles the Fifth's Wall; which also extends, from the summit, in a parallel direction with the former. From hence two roads branch off; the one leads to the Sugar Loaf Point above mentioned, the other downwards towards Europa. Near this latter road is the entrance to St. Michael's cave, the largest and most extraordinary cavern on the rock.

Being anxious to investigate this wonderful cave, I proceeded thither in company with Captain Brenton of the navy, and Captain Whitmore of the royal engineers: having provided ourselves with torches to enable us to take drawings of the interior. The entrance is narrow, not more than eight or nine feet; from thence we descended by a steep slope of wet earth that rendered our footsteps very insecure. At the bottom of this declivity the cave widens considerably in all directions; and we discovered, by the help of our torches, the entrance of several other smaller caverns. This vestibule, or hall (if I may so call it) of the cavern, is supported in the centre by a vast column of petrified water, ribbed in a curious manner; and the arched roof is ornamented with numerous icicles of the same matter.

Proceeding eastward by a rugged path, we at length entered a second chamber, supported on all sides by pillars of petrifications of various colours and shapes: some bore the resemblance of organ-pipes, others of Gothic flutings; several of them seemed to be fifty or sixty feet high. Here, on a rising



Cooper Williams del.

St. Richards Cave Gibraltar
London Pub. by J White Esq. Street 1844

J. C. Walker sculp.

ground like an altar, we lighted a fire; and having placed several torches on the projecting points of the rocks, besides those held by our attendants, we took several sketches of the wonders of the cave. The annexed view represents the sketch I took, but neither pen nor pencil can give an adequate idea of the sublime and terrific appearance of this work of nature.

The roof of this chamber represents the pointed arch of a Gothic cathedral; the petrified stalactites in some places hang in the form of curtains; in others vast pillars, curiously embossed and fluted, reach from the top to the bottom. At the upper part, between the two opposite columns, is seen a dim ray of light issuing from a fissure in the rock above. On all sides are deep caverns that penetrate downwards into the bowels of the earth.

Some people, I was informed, had endeavoured to penetrate the abyss below, but had always been obliged to give over the attempt before they could reach the bottom, on account of the grossness of the atmosphere, which not only rendered their breathing difficult, but denied them the use of their torches, and hazarded their being deprived of light in an abyss surrounded with dangers.

Colonel James, in his History of the Herculean Straits, gives the following curious account of his adventures in this cave. "Towards the south end of this cave there are passages between the pillars that lead into other apartments; all are supported by pillars, some standing single, others three or four in

a cluster; and the roofs of these apartments have the above petrified rays, which resemble the glories of some Roman-Catholic altar. In the centre of one of these chapels is a large deep pit, down which some Englishmen having lost their way and slipped, were, by the assistance of ropes and men (let down) happily saved, though much bruised. Down this abyss I descended with others, till at length I arrived at a small hole of eighteen inches diameter, when finding the air too gross, we thought it more advisable not to descend any further, having sufficiently satisfied our curiosity: however, before we returned (notwithstanding our torches burned dim, and we fetched our breath much shorter than in the open air) we let down a rope with a weight at the end, through the above hole, fifty feet before it lodged; whether that was the bottom of the pit I cannot pretend to say. . Our descent to this small hole was four hundred and eighty feet: as we let ourselves down we found little apartments on either side to rest ourselves in; likewise jetties, on which those that fell were stopped from falling lower. This long gallery (if I may so call it) slopes in some places, on which you put your feet when you lower yourself by the rope, and then you hang perpendicular for a hundred feet before you can touch the rocks, which are nothing but petrified water, as is likewise the bottom where we stood, which once was open; and, in time, the hole of eighteen inches will be entirely closed. I was very much surprised, as was every one, at the entrance of the abyss, occasioned by the man who

went first ~~down~~ striking his heels against a sheet of petrified water which hung hollow from the rock; the sound was like a deep-toned bell, but to those above it was so confused that they knew not well what to make of it. I must observe, that on every jettee, likewise in every apartment or resting place, a man was placed with a torch, which being in a straight line to the entrance of the pit, formed a romantic and horrible scene."

There are various soils on the peninsula of Gibraltar. Towards the summit are rough and craggy rocks, with small quantities of black mould in the interstices, from which grow the palmeto and several other kinds of shrub; but the intense heat of the summer generally burns them up, and the whole mountain then bears a brown and desert appearance. The town stands on a red sand, which extends as far to the southward as the New Mole, where it becomes rocky; and towards Europa Point there are strata of marble and good-free-stone.

On the western side the rocky precipices are here and there separated by sand banks, which slope from the water's edge half-way up its sides; but whether cast up by the sea, or constantly crumbling from the apertures of the rock above, I could never learn; each idea has its difficulties. It rises too great a height above the level of the sea to have been thrown up by the violence of the waves; and it seems still less probable that such vast accumulations of fine sand should have been emitted from the hard rocks.

Near Catalan Bay, at the back of the rock as it is called, or

the eastern side, is a vast heap of this sand, which reaches more than two-thirds up the precipice.

Catalan Bay is a romantic spot to which the Spanish smugglers resort and deposit their contraband goods, which are afterwards conveyed in small quantities round to the town. There is a cavern in the bottom of this bay that has been inhabited by an ancient Spaniard for more than forty years. He and his son and daughter have made a little garden near it, where they produce plenty of vegetables, which they carry to market at Gibraltar; and they also possess an herd of goats, whose milk they also turn to a good account.

In your road to this bay you pass the Devil's Tower, which is situated at the base of the rock at the north-eastern extremity. In the map I have given a draught of this building. It is situate on a single rock, and has no door-way; which I suppose has caused it to have the name it bears: it appears to have been a work of the Moors.

I have also added another small drawing on the map, of the northern face of the rock, which I took from the neutral ground near the Spanish lines; and another of Ceuta Point, on the coast of Africa, where the Spaniards have a garrison. They have repeatedly baffled the attempts of the Moors to regain this place, who are as anxious to possess it as the Spaniards are to make themselves masters of Gibraltar. There are several gardens on the rock; the governor has an handsome one at the convent, in which are several fine palms, and other natives of

the more southern climes. Mount Pleasant, the residence of Commissioner Inglefield, is by far the most picturesque place on the rock. The gardens are laid out with great taste; the trees, which consist of the various productions of warm climates, have reached a height that could hardly have been expected from the scanty soil. The orange and lemon trees, the stately cypresses and the locust trees, form a delightful retreat from the extreme heat which prevails during the greater part of the year. The house, though small, commands an extensive view of the bay and of the town of Algeziras, which is on the opposite side of the bay; to the left of it is seen Cabritta Point, over which a signal tower gives intelligence to the Spanish gun-boats at Algeziras of the approach of our ships, when they generally row out to a sandy bay near the point. As the strange ships approach the bay and haul round the point they are frequently becalmed, and the current sets them in towards the Spanish coast. The gun-boats then securely attack them, taking their stations with every advantage; and as they carry very heavy guns, they are enabled to batter the ships from a distance, which renders them so small a mark that they seldom receive any damage in return.

Insignificant as these gun-boats may appear, they have frequently done much mischief, even to our line of battle ships when becalmed, which they have attacked with considerable advantage, lying under their sterns, and raking them, without being in much danger themselves.

Lately a fleet of these gun-boats, of which ten carried each a twenty-four pounder, and two were schooners carrying two twenty-four pounders each, with a French xebec privateer of eight guns, attacked the Speedy brig of war, commanded by Captain Brenton, who had two vessels under convoy bound for Gibraltar. The contest, though so unequal, (for the Speedy had only sixteen small guns) terminated most unfavourably for the Spaniards, who at first attempted to take the merchant ship, but Captain Brenton passing between them enabled her to get to her anchorage in safety. They then united their efforts to carry the brig, which had got to the eastward of Europa; but the Speedy boldly bore down to her rescue, and cutting through the line of the enemy, obliged them in a short time to relinquish that design also. The Spaniards then made haste to get under the protection of the guns of Fort St. Barbara, and from thence proceeded to Malaga, leaving the trade for several weeks unmolested.

The Spaniards lost several men in this action, and were otherwise much damaged. The Speedy was also a good deal shattered, and was nearly sunk by several shot below the water-mark, which prevented her carrying sail on the larboard tack: she was obliged to bear away for Tetuan Bay, to stop her leaks. The gallantry of this action was beheld by the garrison at Gibraltar with the greatest admiration. So near were the combatants at one time, that an officer hailed Captain Brenton from the batteries on Europa Point; but an order of the

governor that no guns should be fired without his orders, to prevent unnecessary alarms, prevented his receiving any assistance for a long time, though so near a friendly battery. At length a gun was fired from it, but the business had already been ably executed by the gallant little brig, in which two British seamen were killed and one wounded.*

On the 24th of February Admiral Duckworth in the *Leviathan*, with the *Incendiary*, Captain Dunn, sailed from Gibraltar to the eastward, and on the 25th the *Swiftsure* followed them. The wind being strong from the N.N.W. we could not get through the Straits to resume our station off Cadiz; and hazy weather coming on, we lost sight of our consorts.

On the 1st of March we anchored in Tetuan Bay, where we found the *Thalia*, Captain Nesbit. It blew hard for two days, and owing to the plague we could have no communication with the shore.

* Captain Brenton has since been rewarded for his gallantry, by being promoted to the rank of post captain and the command of the *Cæsar*, the flag ship of Rear-Admiral Sir James Saumarez, K. B. And the Bay of Algeziras has again witnessed his exertions on that memorable day when the intrepidity of British valour was so unhappily thwarted by calms and currents, which drove them under the fire of formidable batteries in their attempt to cut off a French squadron. But nothing daunted by the failure of his first attempt, the gallant admiral, with astonishing celerity, refitted his shattered fleet, and pursued the vainglorious enemy, who, compelled to seek for shelter in flight, at last reached Cadiz, but not without the loss of two of their first-rates that were burnt in the action. Sir James Saumarez, in his official letter, gives very unqualified praise to the able exertions of Captain Brenton in getting his ship ready for service after the damage sustained in the first attack. As a proof of the good order and loyal spirit of the *Cæsar's* crew, I need only mention that several of them who had been wounded in the first action, as soon as they heard that the ship was getting under weigh to follow the enemy, escaped from the hospital, got on board a boat in the Mole, and rowed alongside the ship, requesting to be taken on board; which they were, and they immediately went to their quarters.

On the 3d we again got under weigh, and stood towards the Straits of Gibraltar, and the same day spoke the Phoenix frigate, Captain Halsted. The next day we fell in with the Leviathan, and the day after anchored in Rosia Bay. We staid only three days at anchor, and again got under weigh. But the westerly winds prevailing, we could not beat through the Gut against the strong current which constantly runs into the Mediterranean. On the 10th, however, a light breeze from the eastward sprang up, and we got through without farther difficulty.

On the 13th, being in the latitude of Cadiz, we received intelligence that a fleet of men of war and merchantmen, bound from thence to Lima, were ready to sail; we therefore cleared for action. On the 14th we spoke two Portuguese men of war, the St. Sebastian and Principe Reale; the latter bearing the flag of the Marquis de Neyfa: they were on their passage from Palermo to Lisbon. On the 29th we fell in with the Balloon, Portuguese brig, commanded by an emigrant, the Count de Blofville, with an Algerine corsair of 22 guns in company, which he had lately captured. On the 31st a sail was supposed to be descried by the man at the mast head; but as the haze cleared up it proved to be a whale spouting up water.

On the 3d of April we gave chase to a schooner under American colours, which at length got under the guns of the castle of Larache, a Moorish port on the western coast of Africa, when she fired a gun and hoisted Spanish colours. On the 5th,

however, we had the good fortune to fall in with the long expected Spanish squadron which had sailed a few days before from Cadiz for the Spanish settlements on the coast of South America. Two of the fleet were captured the next morning, but the admiral making our signal, we were obliged to proceed to the southward, and in four days after took the schooner that had lately sheltered herself under the guns of Larache. She proved to be a Spanish merchant vessel bound from Malaga to Vera Cruz. In the evening of the same day we spoke an American, who gave us the pleasing intelligence that she had seen Admiral Duckworth, in company with the Emerald and Incendiary, with a Spanish squadron of two frigates, and several merchant ships.

The object of our pursuit being accomplished, we shaped our course for Gibraltar; and on our arrival there, on the 19th, had the satisfaction to find the admiral had anchored with the prizes, consisting of two frigates and seven merchantmen; but at the same time learned that the Sabina, a fine frigate richly laden, and four merchantmen, had escaped to Cadiz. Had we not unfortunately been ordered to chase to the southward, in all probability not one of them would have escaped. Captain Dunn, in the Incendiary, had captured two of the same squadron. The frigates had a cargo of quicksilver on board, to the amount of a hundred and forty tons, which was intended to work the mines of Peru and Mexico.

While we were at anchor in Rosia Bay an accident befel the

Swiftsure that had nearly proved her destruction. We were lying at single anchor, a heavy squall came on from the westward, which at length increased to a strong gale, blowing directly into the Bay. The cable snapped close to the ring of the anchor, and we were driving broadside on the rocks, whose rugged sides offered a dismal prospect of certain destruction. The stream anchor was instantly let go, which fortunately brought her up, and she rode out the remainder of the gale in safety. To add to the uncomfortableness of our situation, the wreck of the Medusa was seen just astern of us: she was lost in the same Bay in 1798.

On the 2nd of May we once more failed on a cruise on the Spanish coast; the Leviathan, Emerald, and the Netly schooner in company; and the next day looked into Cadiz harbour. As we stood in near the batteries the Spaniards fired several shot, but none of them took effect.

On the 4th we fell in with the Inflexible, with a squadron of transports having six thousand troops¹ on board, under command of General Pigot. They were bound for the Mediterranean.

On the 31st we stood into Lagos Bay. A curious circumstance took place when we were near shore. We experienced two opposite currents of air; the lofty sails were taken aback, while the lower sails were filled. By taking in the former we soon gained our anchorage off the town of Lagos.

¹ They formed a part of that gallant army that has since gained such never-fading honour on the plains of Egypt.

This Bay received the British fleet, under the Earl of St. Vincent, after his glorious victory over the Spaniards.

The town of Lagos is small, and has not much to boast. There are several convents and churches.

On the 4th of June we sailed from Lagos Bay, and the following day fell in with two frigates, the Seahorse and another; on board of the former were Rear Admiral Sir Richard Bickerton, Bart. Sir Ralph Abercromby, General Moore, and several other officers of rank, bound for the Mediterranean. In the evening they parted company.

On the 8th we also spoke the Pegasus frigate, Captain Pengelly, with troops for Minorca; Major Doyle was a passenger in her. The following day a large spermaceti whale passed near the ship.

After again looking into Cadiz Bay we returned to Gibraltar, and took up our old station in Rofia Bay.* The fleet of transports, &c. with troops, had sailed in the morning for Minorca.

Rear Admiral Duckworth being appointed to command at the Leeward Islands, Rear Admiral Sir Richard Bickerton took the command on this station, and hoisted his flag on board the Swiftsure. On the 16th we again got under weigh, with a fleet of merchant ships under convoy of the Sheernefs, Sensible,

* Lieutenant O'Brien, first lieutenant of the Swiftsure, received his appointment of commander of the Transfer brig of war, at that time on the coast of Egypt, and in a few days sailed for that station. Lieutenant J. Laws Waters became first lieutenant of the Swiftsure in his place. Captain O'Brien has since been promoted, for his services on the coast of Egypt, to the rank of post captain, and the command of the Kent, the flag ship of Rear Admiral Sir Richard Bickerton.

and Resource. Generals Grinfield and Martin were on board this fleet on their passage for England, with several ladies from Gibraltar, whose husbands were embarked on the expedition to Egypt.

On the 19th the convoy parted company, and we took our station off Cadiz. On the 23d his Majesty's ships Dragon, Captain Campbell, and Kent, Captain William Hope, joined from England.

After cruising for a fortnight without any occurrence worthy of notice, on the 7th of July we were joined by the Hector, Captain Elphinstone, also from England. At this time were detained many Americans and Swedes, that would endeavour to enter Cadiz notwithstanding the blockade.

On the 11th a sloop privateer was seen by the fleet; it being calm, Captain Campbell sent an unarmed boat to her, which was fired upon with musketry by the privateer's crew. On this insult some more boats, manned and armed, were sent from the Swiftsure and Dragon; these, after a smart action, in which, however, none were killed or wounded, boarded her and brought her into the fleet. She proved to be *La Mouche* with an English letter of marque. The captain of her, in excuse for his conduct in firing upon a man of war's boat, said that his crew had forced him below; but as he could not prove this, he and his vessel were sent to Gibraltar. Had any of our seamen or officers lost their lives in this business, it could have been deemed no less than murder. The crew of the privateer con-

fifted of a motley assemblage of vagabonds from all nations, and one of them was proved to be a deserter from the *Sirius*. Nothing but the policy of annoying the trade of the powers we are at war with, can justify the permission given to these privateers, who not unfrequently have letters of service from both nations; so that whatever comes to hand is with them a prize.

Circumstances of a private nature now rendered my return to England necessary, and having received permission to that effect from Sir Richard Bickerton, to whose polite and friendly attention while under his command, I feel greatly indebted, I embraced the opportunity of returning to Gibraltar in the *Kent*, Captain Hope having kindly offered me a passage with him. But just as we entered the Straits the *Anson* frigate hove in sight; and Captain Durham obligingly gave me a passage to England. I had the pleasure to find my friend Captain Brenton was also a passenger.

On the following day, being the 1st of August, we fell in with the *Swiftsure*; and I accompanied Captains Durham and Brenton to pay our respects to the admiral. After again undergoing the pain of parting with friends with whom I had lived on the most pleasant terms for near three years, I returned on board the *Anson*.

Having a fleet under convoy to guard, our voyage was necessarily protracted; but on Tuesday the 2d of September 1800, I had the happiness once more of beholding the coasts of my happy native land. We were detained in quarantine at Plymouth till

the 7th, when an order arrived for the *Anson* to proceed to Spithead, where we arrived the following day, and were not released from the thralldom of the yellow flag till the 10th, when I, with the rest of the passengers, debarked at Portsmouth.

HAVING thus concluded the narrative of what came under my own observation, or was acted on the station during the time I was on it, I must beg leave to add a few lines to the memory of the gallant ship which for several years had been my abode.

As her track, while she bore the British flag, was marked with many a trait of glory, so was the concluding act of the illfated vessel distinguished by such firm heroic resistance, as left the enemy a mere wreck, and little to boast of in the capture.

The *Swiftsure* had been reported to be in a very leaky condition for a long time, as I have had occasion to mention in the preceding pages, yet she was obliged to retrace her steps to the shores of Egypt without receiving the repairs she stood so much in need of. At length Lord Keith sent her with a convoy of cartels and light transports from the Bay of Aboukir to Malta. Captain Hallowell on the passage received intelligence of a strong squadron of the enemy being in those seas. Prompted by a laudable zeal for the service, and considering the compara-

tive insignificance of the convoy, he formed the resolution to quit it, and make the best of his way to reinforce the squadron of Sir John Borlase Warren. Unhappily on his passage he fell in with the hostile squadron on the 24th of June 1801. Perceiving the very superior force of the enemy, he resolved for once to endeavour to escape from them; but the leaky and foul condition of the *Swiftsure* was ill matched with the fast-failing Frenchmen. Captain Hallowell finding there was no prospect of getting away from them by keeping on a wind, determined to bear down and engage the ships to leeward, consisting of two line of battle and a frigate, in hopes that if he crippled them he might get away from the others; but in this he was disappointed. The *Indivisible* of 80 guns, bearing the flag of Rear-Admiral Gantheaume, and the *Dix Aout* of 74 guns, being in close order, and within half-gun-shot of the *Swiftsure*, opened their fire: this was instantly answered, and a severe action took place, which lasted, notwithstanding the great disproportion of force, for an hour and six minutes.

During the action Captain Hallowell made several efforts to get to leeward of the enemy, but their superior sailing baffled every attempt.

The other two line of battle ships now ranging up alongside the *Swiftsure* ready to pour in a destructive fire, the *Indivisible* and *Dix Aout* being almost aboard of her, and her masts, and yards, and rigging cut to pieces, the decks lumbered up with

the wreck, all hopes of escape cut off, and no prospect of succour presenting itself, Captain Hallowell, to save further useless effusion of blood, determined to surrender to superior numbers. With pain, as he truly expressed it, he ordered his Majesty's colours, which he could no longer defend, to be taken down. The following extract from Captain Hallowell's letter to the admiral on this melancholy event will, I doubt not, prove acceptable to my readers.

“Most sincerely, my lord, do I lament our having been opposed to so very superior a force, as, from the steady and gallant conduct of the officers and men I had the honour to command on this occasion, and with whom I had been acting nearly four years on various services, I have not a doubt of what would have been the issue of the contest on more equal terms.”

The loss in killed and wounded was not so great as might have been expected; but the masts, sails, yards, and rigging, were cut to pieces, and the whole ship received so much damage that the enemy were six days repairing her, that she might be able to proceed with them to Toulon. When Lord Keith dispatched the Swiftsure for Malta he took out many of the best men, by which means she was eighty-six men short of comple-

ment, besides having fifty-nine sick on board from a bad fever brought off by those who had acted with the army before Alexandria.

. Lieutenant Davis, who had been wounded before when captured in the *Fortune*, and afterwards when serving with the army in Egypt, was this time also the only officer who was hurt, but not dangerously.

It is but justice to observe, that in this instance the French treated their unfortunate prisoners with great humanity: but Admiral Gantheaume is as well known for his honourable conduct as for his courage, and his name will ever bear the respect due to humanity and bravery.

Captain Hallowell having obtained permission to return to Minorca on his parole, a court-martial was assembled on the 18th of August 1801, on board the *Genereux*, at Mahon, to try him for quitting the convoy, and for the loss of his ship; who, after a minute investigation of all the circumstances, delivered the following sentence.

“ The court is of opinion, and it appears to them from the narrative of Captain Hallowell, supported by the best possible evidence to be obtained, that the convoy under Captain Hallowell's charge was of very little importance in any point of view; that his determination to leave the said convoy and join Sir John Warren, was dictated by sound judgment and zeal for

the service of his king and country. And the court is further of opinion, that the loss of his Majesty's late ship *Swiftsure* was unavoidable; and that the conduct of Captain Hallowell, his officers, and ship's company, in defence of the *Swiftsure*, was highly meritorious; and that Captain Hallowell displayed great judgment in the mode he adopted to avoid so superior a force, and equal gallantry in the execution of the plan so formed. They do therefore adjudge that they be honourably acquitted; and they are honourably acquitted accordingly.

Signed by the court."

As a counterpoise however to this misfortune, I am enabled to state, that though the *Swiftsure* is the only British ship that was in the action of the Nile, which is now in the possession of the enemy, a complete destruction has been made of every one of the French fleet opposed to us on that memorable day. *Le Genereux* and *Le Guillaume Tell*, the only two ships of the line that escaped from Aboukir, were taken in 1800 by some of the squadron under the immediate orders of Lord Nelson. The former on the 18th of February, the latter on the 30th of March; and one of the frigates also, *La Diane*, that escaped with those ships, was taken on the 24th of August following. The other frigate, *La Justice*, was captured at the surrender of Alexandria. So that, on the whole, the victory by Rear-Admiral Nelson achieved on the 1st of August 1798,

may, in all its consequences, be fairly reckoned as complete and decisive as was ever obtained by the British flag.*

* I forgot to mention, in its proper place, a circumstance so peculiarly characteristic as must render it interesting to my readers. In the sixth chapter the *Swiftsure* is described as busily employed after the action in getting up pieces of the wreck of *l'Orient*. Among the rest a large part of the main-top-mast was brought on board. Captain Hallowell caused a coffin to be made of the wood and iron from this mast, with an inscription on the lid. This he presented to Lord Nelson, who received it as a most valuable acquisition, and intends when his career of terrestrial glory is terminated, that his remains shall be enclosed in it.

